RAILROAD

FEBRUARY, 1962

50c | MAGAZINE

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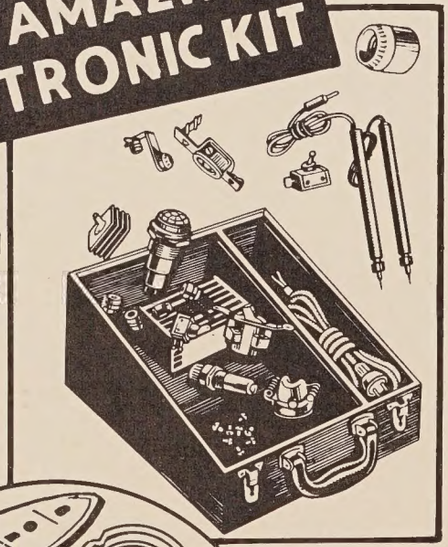

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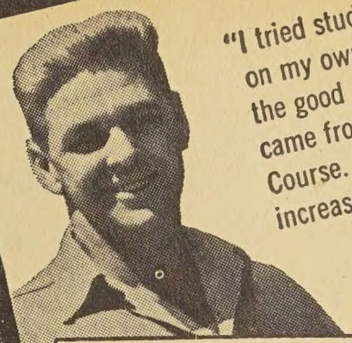

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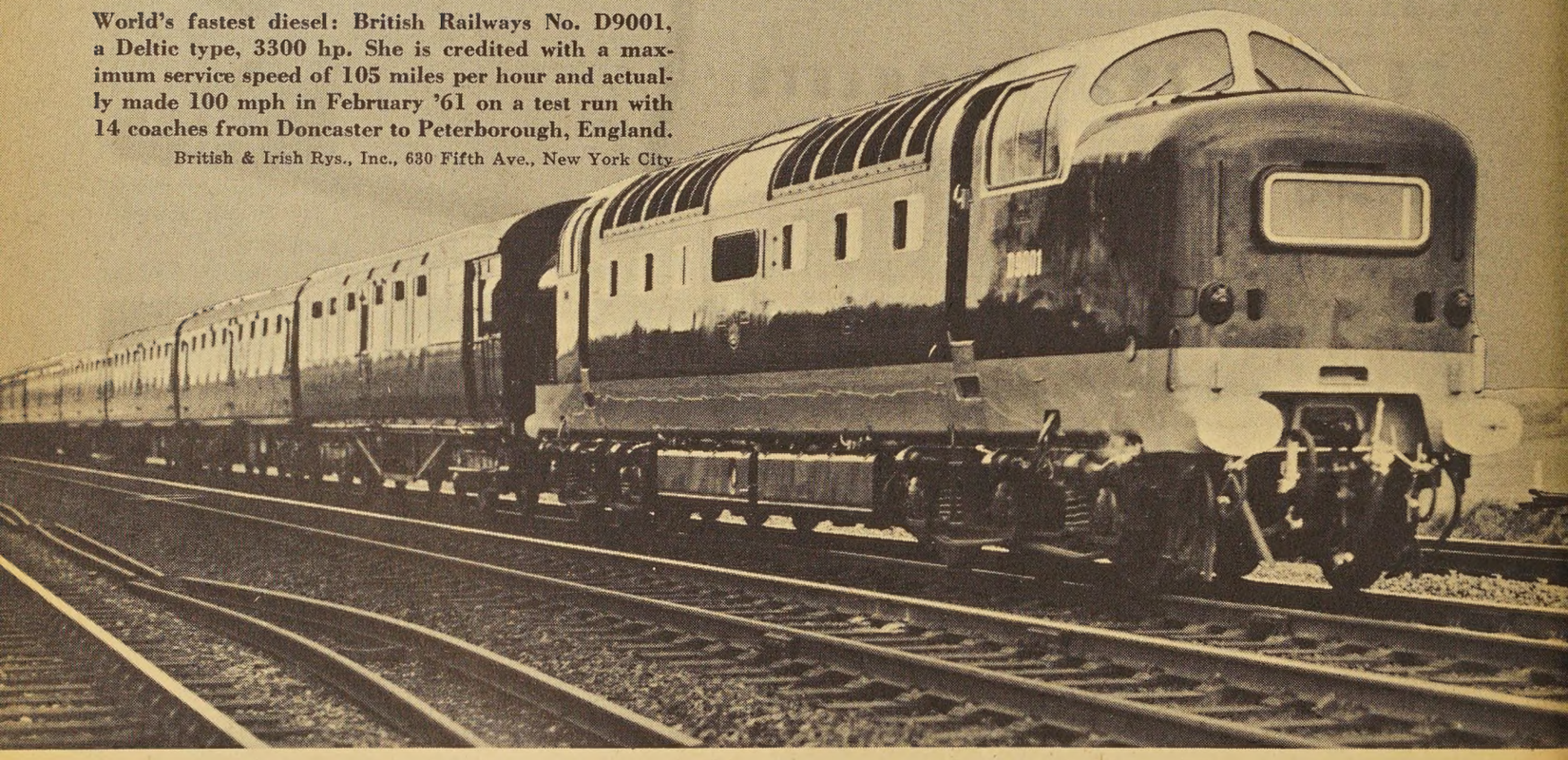

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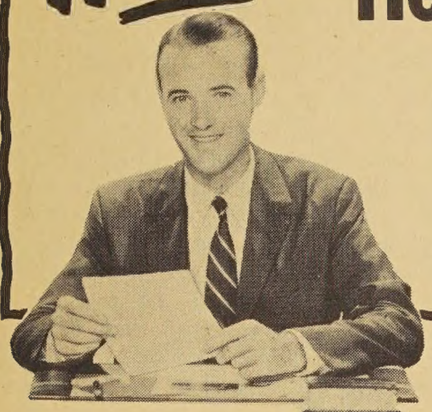

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Railroaders and Fans Sit in With the Editorial Crew

STEAM VS. DIESEL. "The diesel locomotive does *not* have a lower maintenance cost than the steam locomotive," writes a motive power expert who prefers to be anonymous, contradicting a statement made in our Aug. '61 editorial, *Why Do the Railroads Buy Diesel Locomotives?*

"This was proved," he goes on, "as far back as 1945. Even then steam engines built between 1930 and '42 were operated for an overall cost of 22 cents per mile less than the overall operational cost of diesels. Anyone who says differently has little regard for the truth. During the last coal strike, when Norfolk & Western was still 100 percent steam-powered but was temporarily using Southern Railway diesels on some of its passenger runs, the difference was closer to 50 cents per mile in favor of steam.

"If American railroad managements had more backbone and know-how they would have bought and used Beyer-Garratt steam locomotives long ago. The Beyer-Garratt can outperform the diesel on every count." ●

TWO Canadian roads still use steam power: the Sydney & Louisburg with 11 coalburners and Old Sydney Collieries, 2 coalburners. The Maritime Coal, Ry. & Power Co., using engine No. 10, made its final run the other day between Maccan and Joggins, Nova Scotia, 12 miles, reports W. P. Robertson, 6069 Coburg Rd., Halifax, N.S., Canada, one of the passengers on that trip. This ended the line's 70 years of operation, all with steam. The company is closing its Joggins mine. Canadian RR. Historical Asso., which organized the farewell run, is taking the Maritime's 5-spot (4-6-0, Alco, 1898) for its Montreal Museum. Nobody seems to know what will happen to the other two Maritime locos, Nos. 9 and 10 (both 2-6-0's, Montreal Loco. Works, 1910).

"Who knows of other railroading horses?" Barbara Kreimer asked (Dec. '61). Allen Jorgensen says Drummond Coal Co. uses horses even today to switch cars at Westville, N.S. ●

INFORMATION WANTED. "I have an 8mm copy of a movie, *Railroad Raiders of '62,* based on the Andrews raid and produced by Kalem in 1911," writes Lt. Col. James G. Bogle, 1749 Dyson Dr., N.E., Atlanta 7, Ga. "The original is in the Library of Congress. Who can tell me on which railroad this film was made and at what place?"

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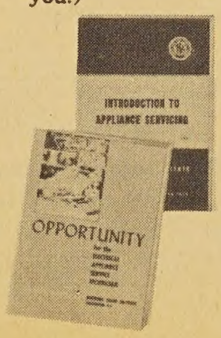

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"I'd like to contact oldtime railmen who were connected with the now-abandoned Copper River & NW Railway in Alaska," writes John Cooshek, 455 W. 26th Ave., Vancouver 10, B.C., Canada. "I am preparing material on that road and need pix, tts., passes, maps, etc. I'm a member of Div. 267, Railway Conductors & Brakemen."

"What happened to the old Famingdale & Squan Village R.R., inc. April 3, 1867?" asks George Tootell, 4 Atlantic Ave., Manasquan, N.J. "Does any reader have pix, tts., etc., of that road? I ask because 1962 marks the 75th anniversary of our town's incorporation and we want to know more of its history."

A list of non-common-carrier railroads in U.S. and Canada, including industrial and museum-type operations, is being compiled by Elliott Kahn, 75-48 183rd St., Flushing 66, N.Y., for publication in *Railroad Magazine*. He needs help from readers. Mention the name of each road or company, the types and number of engines, amount of track, and location, or as much of that information as you can get.

Elliott also is compiling for us a list of all narrow-gage lines in U.S. and Canada, both common carriers and others, and wants data from readers. Everyone who aids him in preparing these lists will make a real contribution to railroad lore. ●

KELSO'S article on "Southern Pacific Moguls" (Oct. '61) evoked this comment from Davis Boone, 1402 E. Rusk St., Marshall, Texas: "I fired a few of those teakettles on the Texas & New Orleans and this feature brought back memories, especially the picture of old 499 on page 17. While working on the Houston board in 1952 I rode the left seatbox of 499 several times. She was a fine lady, but the Mogul I remember most was old 440, with her headlight mounted on top of the smokebox. I'd never seen a monitor injector till I caught 440 on the Orange switcher out of Beaumont. When I crawled up the gangway and saw that bunch of valves sticking out at me I felt as lost as I was on the first ride I took as a student." ●

BRIEFLY SPEAKING. "The girls in Frog Smith's stories are the spice in the cake," comments O. W. Brooks, sec.-treas., Lodge 3072, Brotherhood of Maintenance of Way Employees, Box 187, Emporium, Pa. "I enjoyed especially his 'Oldtime Picnic Trains' (Oct. '61)."

Norfolk & Western, which owns over 66,000 coal-carrying cars, hauls more coal from mines than any other U.S. railroad. It has just ordered another 1,000 new 85-ton hoppers, a unique new type being built in the Roanoke Shops. These cars are the largest used in the coal industry today.

"I found an old issue of *Railroad* in my caboose and gave it to Dad," writes C.D. Day, Box 316, Wildwood, Fla. "He enjoyed it so much that I enclose $5 for a two-year subscription for him. He is retired, with 47 years of railroading behind him."

No rail hobby is more highly specialized than that of Bob Wayner, who has patiently collected the names of 15,000 different passenger cars based on over 200 railroads in North America since 1885. Included are thousands of sleepers, hundreds of business and private cars, some narrow-gage, all listed by "home" roads. If you want to buy such a list, mimeographed, send a card to Bob at 325 W. 75th St., New York City.

Visiting England, a New Jersey railfan, Tom Taber, reports riding the British Railways 4-6-2 named *Dwight D. Eisenhower*. "Top speed, with 456 tons, 94 mph, a swell performance," he writes.

The Auto-Porter, a revolutionary new German-built car for the transport of automobiles by rail, is being tested on the B&O.

"Since you published my letter," writes Zdenko Zajicek, Revolucni 4, Ustinad Labem, Czechoslovakia, "I have been getting letters from the U.S.A., Canada, Spain, Italy, and Argentina. I hope some day the restrictions in my country will be lifted so that I can mail money to New York for a subscription to *Railroad Magazine*."

Canadian National Railways has just installed 1800 concrete crossties for test purposes on a section of main-line track near Drummondville, P.Q.; 800 are of U.S. design and manufacture; 1000 made in Canada are French design.

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"If so, then you're a victim of *crippled English,"* says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation — also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

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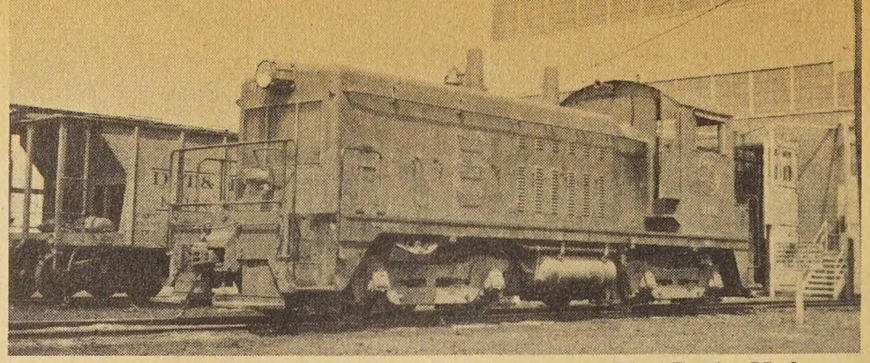

DT&I 910, built by GM-EMD in 1948, is seen at Flat Rock, Michigan.
Elliott Kahn, 75-48 188rd St., Flushing, N.Y.

Roster of Detroit, Toledo & Ironton
Compiled by Sy Reich

Road Nos.	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
900-901	600	GM-EMD	SW1	B-B	57,105	228,420	1941	1
910-916	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	2
920-924	1200	GM-EMD	SW7	B-B	62,000	248,000	1960	
950-973	1500	GM-EMD	GP7	B-B	63,750	255,000	1951-3	
980-992	1750	GM-EMD	GP9	B-B	63,750	255,482	1955,7	

Roster compiled from data supplied by Chief Mechanical Engineer of DT&I RR. and President of Chicago, West Pullman & Southern RR. and is accurate as of Sept. 7, 1961. GM-EMD means General Motors, Electro-Motive Division. Notes: (1) Rebuilt to SW8 (mod.) rated at 800 hp.; sold to McLouth Steel Corp., Trenton, Mich., in Feb. '58 and renumbered 10, 11. (2) Nos. 910, 911 sold to CWP&S in May '61 and renumbered 49, 50. No. 914 sold to Mississippi Export RR. in Sept. '61 and renumbered 62. •

We enjoyed Fred McLeod's new record, *The Hi-Fi Iron Horse* (P.O. Box 282, Oakmont, Pa., $4.95). Its sounds were taken from sound tracks of his 16mm movies, going back to late '40's and including B&O, B&LE, Rut., EBT, D&H, Erie, etc., 59 recordings. We hope Fred will re-issue more of his old sound tracks and 78 rpm records of rarely-disked roads on LP's.

"While visiting the North Western Steel & Wire plant at Sterling, Ill., the other day," writes Marvin Zadnichek II, age 15, son of a Burlington division superintendent, 3147 Oak Ave., Brookfield, Ill., "I examined the 75 once-beautiful CB&Q and GTW steam engines being scrapped there. It was a dismal sight. However, the plant has pulled several chunky GTW 0-8-0's out of the scrap line and is using them to switch the mill and to shove dead engines up to the scrap dock."

Canadian National has made drastic changes in its ticketing methods. More than 200 separate ticket forms of various shapes, sizes, and uses have gone, replaced by nine consolidated forms.

Boston & Maine's Manchester-to-Portland mixed train still carries caboose passengers, reports Robert Underwood, Millburn, N.J.

A temporary railroad with 3,000 feet of track at Rapid City, S.D., is being operated by MGM in the filming of a movie, *How the West Was Won*. A Virginia & Truckee 4-4-0 (Baldwin, '72) is handled by two Santa Fe men: Bill Byrne, engineer, and Bill Smylie, fireman. Richard Widmark and Henry Fonda also are in the movie.

We pay silent tribute to R. P. Morris, 214 Gelston Ave., Brooklyn, N.Y., steam rr. photographer who died recently. His widow is selling postcard-size prints of his high-quality train action shots.

D&RGW's steam-powered Silverton line last season broke its 82-year record by carrying a total of 38,190 passengers, reports Larson Powell.

Finest '62 railroad calendar we know of is sold at $1.25 postpaid by the Mount Rubidoux Chapter of Pacific RR. Society (W. R. Wagner, treas.), 180 J St., San Bernardino, Calif. It is 11x17" with a diff. photo 11x7¾" for ea. month: 10 steam, 2 elec. Gift card bearing payer's name sent on request.

A Great Northern general car foreman's son, Roger Maris, by hitting 61 home runs last season, broke Babe Ruth's record for a major league baseball season—but did not achieve this feat in 154 games as Babe did in 1927.

"Galena & Chicago Union, not C&GU, owned and operated the engine *Pioneer*," writes CRI&P towerman Tom Wargin, correcting an item in our Dec. '61 issue. "In those days Galena was a more important town than Chicago."

The Reading has just restored four Sunday passenger trains on its Hatboro branch, a service discontinued last April due to lack of patronage, but warns that unless enough people use those trains they will be dropped again.

New York Central has discontinued daytime passenger service on its Adirondack Division. •

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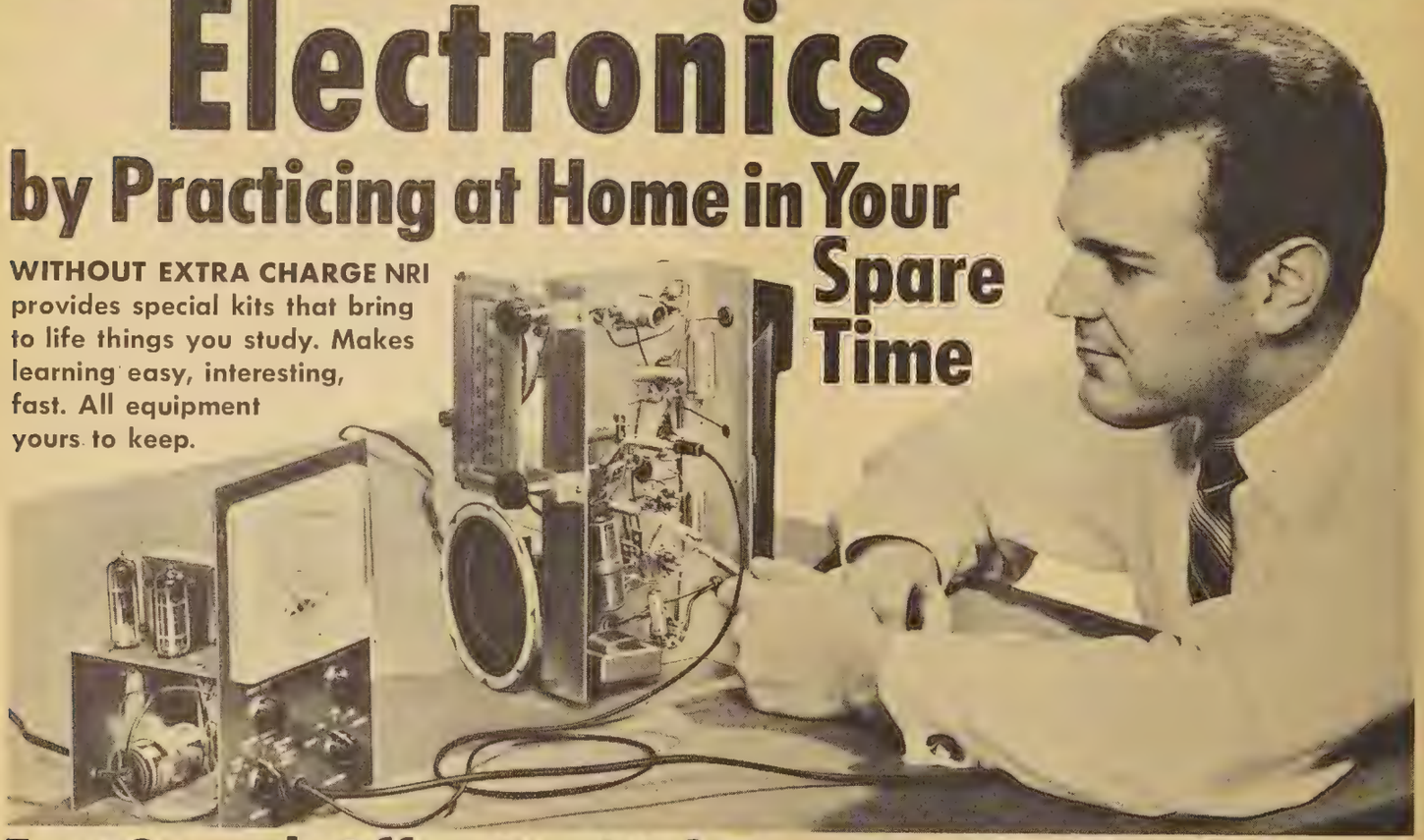

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Thanks to NRI I am in a top position with the Federal Aviation Agency in the Navaids Electronic Section. JOE DUCKWORTH, Fort Worth, Texas

Four months after starting your course I left my job in a hardware store to work at Raytheon Manufacturing. Now I am an engineering assistant in Microwave Power Tube Research and Development Laboratory. LEONARD BLOOM, Newton Centre, Mass.

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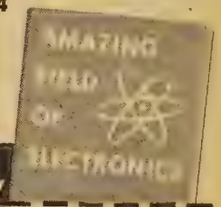

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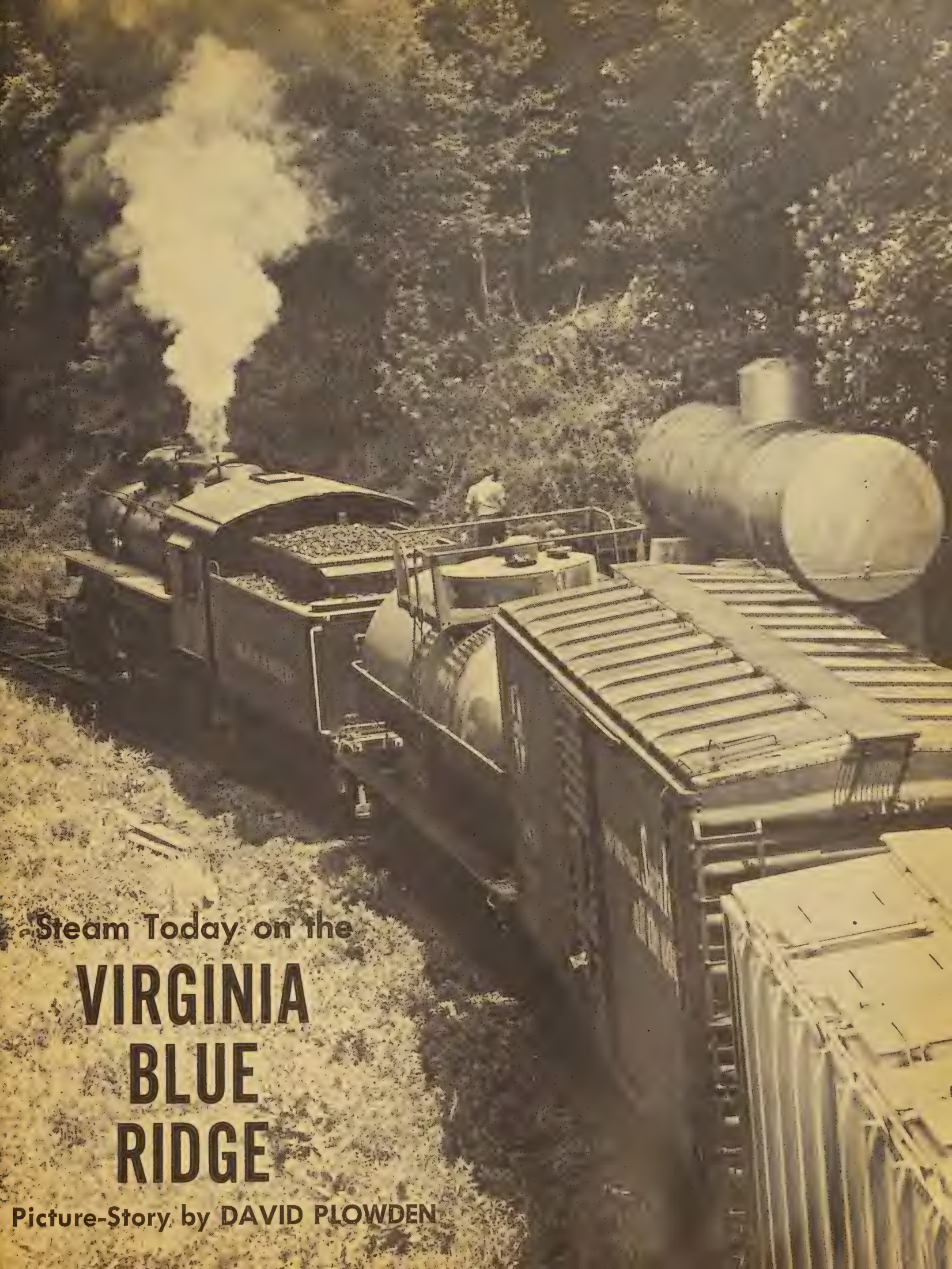


Steam Today on the

VIRGINIA BLUE RIDGE

Picture-Story by DAVID PLOWDEN

(Preceding page.) Virginia Blue Ridge train slows for water stop near Tye River, Va., on northbound trip. Close-up of tank appears on page 15. (Above) No. 9 "triples" the 3 percent grade up to the Southern's interchange at Tye River.

All photos by David Plowden, 1239 Madison Ave., New York City

WITH four well-groomed 0-6-0 switchers, all coalburners, shunting and wheeling freight over the richly forested mountains and valleys of Virginia between two small settlements, Tye River and Piney River, and Buffalo Mines, the 47-year-old Virginia Blue Ridge Railway continues to hold high the proud traditions of the Steam Age.

The road was incorporated May 22, 1914. Tracklaying for the ten miles of main line was begun and finished the following year, and in October, 1916, a six-mile spur into Massies Mill was ready for service.

Originally the VBR was built to haul high-quality chestnut timber, but a blight soon ruined that traffic, and for years the struggling young road made so little money that its founders had to dig into their own pockets to keep it running. There was even talk of abandonment, but they held on grimly and in the 1940's the tide turned and "the trail of the lonesome pine" shared in the nation's wartime prosperity.

From the tiny community of Tye River the shining steel follows a river of that name. Two miles beyond the village, the shallow and sluggish Piney River empties into the Tye and from that point the railroad parallels the Piney River into a settlement with the same name.

About five miles from Tye River

Fireman Dick Langhorne is waiting for 9's tender to fill with water from the road's only on-line "water plug." (Above) Blower creates draft when locomotive fire is lit in morning.

rises Rose Hill, steepest grade on the route, 3 percent, between the two river-named villages. As this grade is located on a curve, westbound trains have to double the hill. Sometimes, if the tonnage exceeds 600, they triple the hill.

A major factor in VBR's economy is industrialization. In 1960 the road transported more than 200,000 tons of freight, both inbound and outbound, mostly mineral products, for a gross income of $365,000.

An industrial plant that helped to keep the road going in the lean years, now called the American Cynamid Co., manufactures, among other items, titanium dioxide, a substitute for white lead that is used in making paint. This and three other plants furnish nearly all of the traffic.

Prime source of the line's revenue is aplite rock, from which glass and rock-wool insulation are made. This is dug out of quarries operated by two plants along the rail line and is crushed, screened for desired size, and magnetized to remove excessive iron content. The Piney River area boasts the only important deposit of aplite rock known to exist in America. The finished product is shipped in covered hopper cars, sometimes in boxcars.

Today, the six-mile line to Massies Mill is little more than rusted rail and rotting ties overgrown with weeds. It hasn't been operated for six years. But

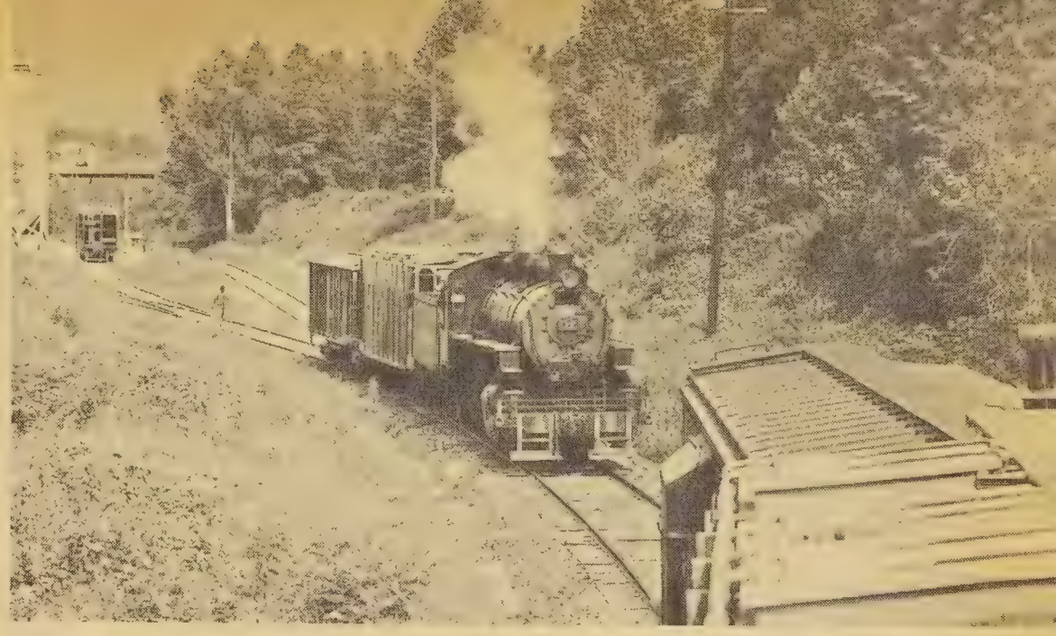
The Alco-built Nine-spot chugs upgrade from the water stop on her way home.

No. 9 blasts up the 3 percent grade at Roses Mill just before stalling.

The section gang's motor car takes siding near Tye River for northbound train that drifts around curve to "water plug."

Cows graze near end of Tye River wye on a Sunday when no trains are running.

Train with ex-Southern caboose gaily painted green and yellow moves into Buffalo Mines spur at the north end of road for a morning switching job.



Switching one of the two aplite rock plants served by Virginia Blue Ridge.

Engine terminal, Piney River, showing No. 9 active, No. 8 awaiting repairs.

the main line consists of good rail weighing 70 to 85 pounds per yard, firmly ballasted with crushed rock, the ties being held in place by tie-plates and treated with creosote—a situation you don't often find on shortlines. Despite its size, the VBR has a distinctly modern look.

It is a family railroad owned by the estates of Howard Cobb, Fordyce Cobb, and John W. Powell, and the tall, efficient Kenneth R. Cobb is president. Among the 25 employees is a five-man train crew.

The four active steamers are kept spic and span and in good running condition with the aid of supplies and parts bought from the Norfolk & Portsmouth Belt Railway, which sold its Lima-built 51 to the VBR in 1956. The road's lone caboose is steel, painted bright green and yellow.

An 0-6-0 makes the round trip daily except Sunday between Piney River and Tye River, connecting with the Southern Railway and delivering inbound freight to the various plants. The line is likely to remain steam-operated for many more years, mainly because its investment in steam locomotives—a total of $25,000 for all four switchers—is far below the $125,000 *apiece* it would cost for new diesels to replace them.

On May 19, 1957, Virginia Blue Ridge operated its one and only railfan excursion. T. A. Fry, vice president, wrote a history of the road and gave each passenger a mimeographed copy. Some of that material is used in this article. Unhappily, ICC restrictions prevent the line from using any of its locomotives on a passenger trip without a major overhaul at prohibitive cost.

But you can ride the caboose by signing a printed form releasing the company from responsibility for whatever might happen to you in traveling over the line. You may even persuade the engineer to let you ride the cab with him, and if you do it will be a joy you can never forget. ●

Alltime Roster of Virginia Blue Ridge Ry.

Rd. No.	Bldr.	Built	Bo't.	Formerly	Wheel Arngt.	Cyls.	Dri.	Trac. Eff't.	BP
1	Port.	1915	1915	Porter 5630	2-8-0	20x24	50	31,000	?
2	?	1895	1938	Southern 186	2-8-0	20x26	56	27,600	175
3	Bald.	1909	1941	Ga. & F. 173	4-6-0	19x26	50	23,000	?
4	Bald.	1907	1947	War Ad. 6961	0-6-0	21x28	50	40,000	190
5	Alco	1942	1947	War Ad. 4039	0-6-0	21x28	44	40,000	190
6	Bald.	1907	1952	Southern 385	2-8-0	22x28	52	43,300	190
7	Lima	1944	1956	N&P Belt 51	0-6-0	21x28	44	40,000	190
8	Alco	1942	1958	Naval Sup. 618	0-6-0	21x28	44	40,000	190
9	Alco	1942	1958	Naval Sup. 616	0-6-0	21x28	44	40,000	190

VBR supplied data Sept. 23, '61. Abbreviations: Bo't, bought; Port., H.K. Porter Co.; Bald., Baldwin Loco. Works; Southern, Southern Ry.; Ga. & F., Georgia & Florida Ry.; War Ad., U.S. War Assets Administration; N&P Belt, Norfolk & Portsmouth Belt Ry.; Naval Sup., U.S. Naval Supply Center, Norfolk, Va. Numbers 1, 2, and 3 scrapped; No. 4 sold to a paper mill, Mead Corp.; No. 6 set aside for scrap; Nos. 5, 7, 8, and 9 still in service.

SUBURBAN TANK LOCOMOTIVES

by Allen A. Jorgensen

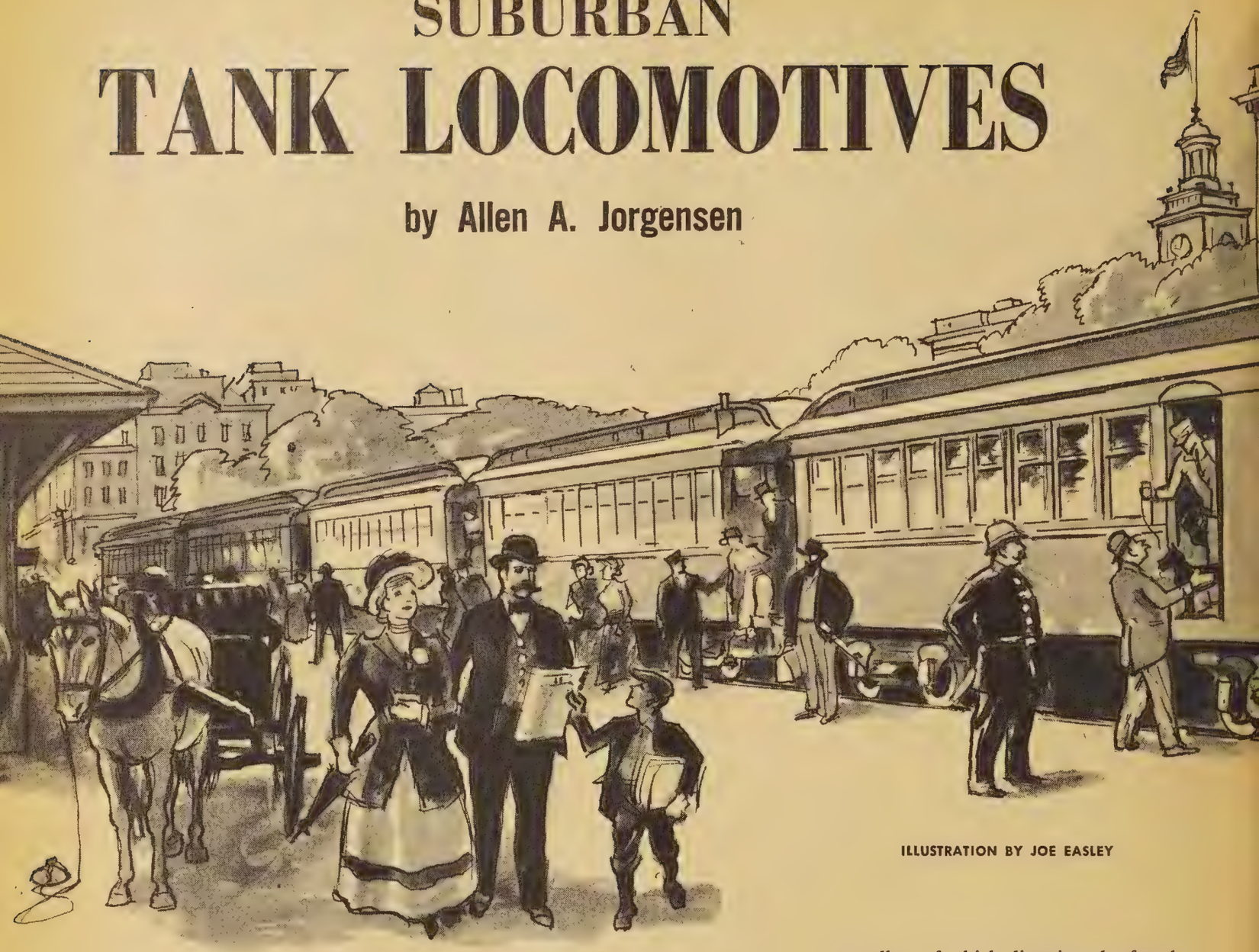


ILLUSTRATION BY JOE EASLEY

NOT LONG AGO, though it seems like an age, the commuter's life was a succession of puffing steam engines. Their joyous, excited barking woke him up early in the morning and they lulled him to sleep late at night with "lonesome" whistles that wailed mournfully through the slumberous little towns, the dark woodland silvered by moonlight, and the sweet-smelling white meadows. The commuter loved locomotives. In those halcyon days before bumper-to-bumper traffic choked the highways, he spent a sizeable part of his time waiting on station platforms and riding the well-filled coaches, catching glimpses now and then of swirling smoke plumes.

For decades the work of moving trains between his country home and his job in the big city was done largely by suburban tank engines, sometimes called double-enders. The true double-ender was, of course, a different breed. She was really two locomotives, like Siamese twins joined back to back, with two pointed cowcatchers and two tall stacks but only one boiler and a cab in the middle, and she drew steam for both engines from a central firebox.

"The idea looked pretty smart on paper," comments Charles E. Fisher, president of the Railway & Locomotive Historical Society, "but it was not for North America."

In some respects, though, the suburban tanker was a double-ender. Like a switcher, she boasted a pilot and a headlight at both ends and she could operate a train forward or backward regardless of which direction she faced. This was very convenient.

Reversible steam engines were used on short hauls because the building of a wye or a turntable at the rural end of a suburban run cost too much money. Ordinarily, when a passenger train reached the end of a line that had a wye but no turntable, the locomotive was uncoupled with a *pssst!* of closing air-line, was run onto the wye and turned around, was brought back alongside the train and was coupled onto the new front while trainmen were reversing the seats. But if you had neither a "merry-go-round" nor a wye, your most practical move, provided you had a suburban tanker, was to unhook the engine and switch her to the other end of the train. Built to operate in either direction, she then pulled in reverse.

Steam power could run either way. This was not the main problem with

respect to using a conventional-type locomotive on a suburban run. The question was the tender which, when reversed, blocked the engineer's view and that, plus the lack of suitable pony trucks, created the possibility of derailment.

A tank engine had what might be called a small, boxlike, built-in tender —actually, no tender at all. Usually she had guiding trucks at each end. She carried coal in a box on her main frame and water in a tank on her main frame. Sometimes the coal bunker looked like a little tender and often the water tank was a saddle on top of the boiler.

Tank engines are identified by "T," as in 0-4-4T. For many years they operated as switchers and work power. It was not until the 1880's and especially the 1890's that they began serving the suburbs in great numbers. Some say that the Jersey Central was the first road to use tankers on suburban passenger runs. The Jersey Central's main line runs southwest from Jersey City into the metropolis of Newark with the help of various shuttling and backing arrangements to get its trains into Newark. As early as 1871 a predecessor line, the Newark & New Jersey, had put two Baldwin 2-4-4T's on the job, perhaps the earliest use of tankers for regular passenger runs.

In those two engines, Nos. 124 and 125, the boiler came clear through the cab and left the fireman out on deck where rain and snow and hot sun could make his life miserable. The bunkers held little coal, but their run was short and they lasted till 1899.

Three years later Baldwin delivered a dozen bigger engines, 2-6-2T's with side tanks, each of them 206,400 pounds of ballast-shaking steel compared to 60,900 of the original two. Using Stephenson valve gear and slide valves, the new suburban power put forth tractive effort of 22,713 pounds. Eight others arrived in 1903, and five more in 1911 from the Long Island, making 25 in all.

By this time it was clear that CNJ favored "T" engines for other runs besides Newark. Tankers rumbled over the Chrome branch, to South Amboy which had no turnaround, to Matawan on the New York & Long Branch, and down the main line for 36 miles to Raritan.

On the last-named run, due to a limited water supply, the engineer and fireman had to keep their eyes glued to the gages, for the 2-6-2T had Hancock inspirators a foot from the top of the tank and, unless the overflow valves were closed, they could siphon the tank dry. Many an iron horse sizzled into Raritan with barely enough water to cover the crown sheet, but there was never a boiler explosion on that run.

One of the eighteen Boston & Albany Class L-1's that were built by Schenectady in 1906 and 1907 and were replaced in 1928 by more modern 4-6-6T's, the latter being the only locomotives known to have had this wheel arrangement.
From the author's collection

Twenty of these Forneys were shipped in one train to SSRT, a Chicago elevated.
H. L. Broadbelt collection, Hershey, Pa.

TOWARD 1923 the Jersey Central laid plans for real classy motive power and sought help in Canada. The Montreal Locomotive Works had built some fine tankers and it was known that the hard-headed Canadian shopmen would not put anything on the iron till they knew it was right. Therefore, CNJ had its new 4-6-4T's built from the design of Grand Trunk engines of 1914 but enlarged; so six H-1's, heaviest of the type ever built in the States and weighing 291,700 pounds, were, in effect, Canadian.

Citizens of New Jersey may recall the "push-pull" trains that ran between Jersey City and West Side Avenue in Newark at a time when the line was cramped for turning space as a result of damage to the Hackensack Bridge. A 4-6-4T was coupled to each end of the train, so that while the head engine was showering her cinders over the tall grass of the meadows and marshes, the rear one could more or less drift in tow, doing little of the work.

After a while the railroad managed to get along with a single engine, using a headlight on the rear end of the train for backing and, it would seem, a man there to watch the track. Seven cars could be handled with a 2-6-2T or twelve with a 4-6-4T. The road became so expert on its backward run of 22 miles that it could keep a schedule of eight stops in 8½ minutes and spot the cars like regular trains.

CNJ fireboxes burned hard coal, and the limited fuel capacity of the tankers was a drawback. Some time in the 1930's the operating department got tired of this and replaced the remaining 2-6-2T's with upgraded main-line power. Yet nine of the Central's tank engines lasted on work trains and war specials until 1950.

Another good customer in the space-hungry New York area was the Long Island Rail Road, which saw double-enders in 1878, the year Baldwin delivered its first Forneys, numbered 105-110. At this time two designs of tank engine were in general use, both being good steamers. Matthias Forney's design with a small firebox was comparatively light. The Forneys took a variety of shapes and sizes and were built in many shops, whereas the Mason "bogie," an even better steamer with a deeper firebox, was constructed only by William Mason himself. The Long Island used both.

Cars rattled along a network of branches all over Brooklyn, which was

Morristown & Erie No. 2 was built in 1894 for Chicago's Lake Street Elevated and later worked for the Long Island before going to the M&E in New Jersey.
Joe Lavelle photo, Harold Fagerberg collection, 99-03 204th St., Hollis, N.Y.

Photo from Charles B. Chaney collection, Smithsonian Institution, Washington, D.C.

then a separate city not allied to New York. The proud, old-fashioned people of Brooklyn were slow in realizing the value of railroads. For them the word *railroad* meant too many steam cars crossing the highways, too many red, yellow, and blue lamps, and too much coal smoke belching from engine stacks. From 1860 till 1872 they had not allowed steam on Atlantic Avenue, preferring to ride behind live horses. It seemed that nothing but a blizzard could stop them.

The blizzard of March '88 heaped the white stuff on the right-of-way ahead of the snorting, wheel-slipping engines. Near Woodhaven Junction one steamer, No. 38, began to run dry. Frantically the fireman shoveled snow into a bucket and tried to melt it—a futile gesture, as he soon learned. There was nothing to do but damp the fire and climb out. As the snow piled up, nobody knew just what had become of No. 38. A week later a trackman noticed the tip of her stack poking out of a drift!

For about 40 years engines such as 219 (top photo) were familiar sights on Jersey Central commuter trains. The other photo shows CNJ 203 running backward.
H. E. Andrews, 2727 W. 33rd Ave., Denver 11, Colo.

AROUND the year 1900 a connecting track was built so that trains from Jamaica could highball over the Fifth Avenue El to Brooklyn Bridge, and the Forneys really had to grip the rails to make the grade. Many a red-faced hogger had to let his train drop back a little bit to make another try.

The Long Island rolled across the bright blue waters of Jamaica Bay on five miles of wooden causeway to Rockaway Beach, using 0-4-6T's from the Manhattan Beach line. Later the branch was electrified, and today you will find city subway trains rumbling over the creosoted pilings.

In 1904 the Long Island hummed with some good-sized motive power—188,815 pounds and 63″ drivers—but a tunnel was inching under the East River to Penn Station and this meant electrification. Pretty soon the big new 2-6-2T's were sold to the Jersey Central, and thus the Long Island's double-enders completed their short but useful life.

Across the harbor on Staten Island the crossing gates still rang down for tank engines. Fourteen of them homed in the Rapid Transit yard near the ferry and hauled many a train to Arlington and on the main line through Stapleton. Most of these medium-sized girls (100,000 pounds) kept at their jobs despite icy fog and summer shower, until 1925, when 600-volt third rail crept over the system and deprived Staten Island of considerable glamour. A Staten Island locomotive is pictured on page 22.

One heavy commuter line, the Erie, owned but a single tanker in all its history—why, we don't know—a 2-4-4T inherited from the Erie & Wyoming Valley. But in New York City the elevated lines snapped them up. In 1871 the New York El begun life with boxlike four-wheeled "steam motors." These crates proved weak on steam and too light for traction, so the railmen junked them in favor of the dynamic Forneys. In eight years this line bought 132 Forneys from the Baldwin and

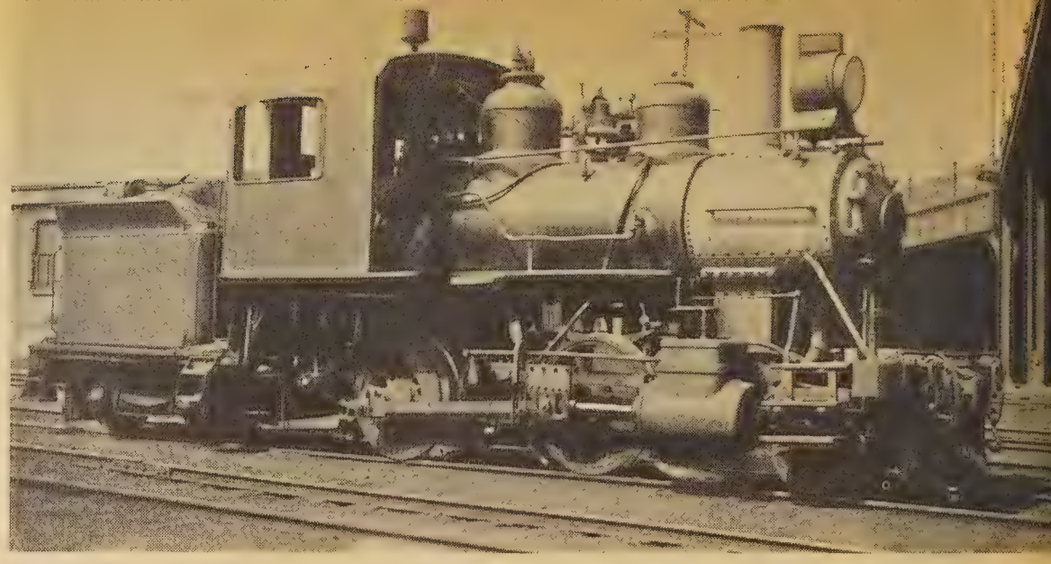
No. 1 was built by Rhode Island in 1883, scrapped in 1913. Her name is lettered almost as big as initials of the New York, Providence & Boston RR.
Collection of Everett L. DeGolyer, Jr., 4330 Bordeaux Ave., Dallas 5, Texas

Rhode Island works, most of them without pilot or sand dome.

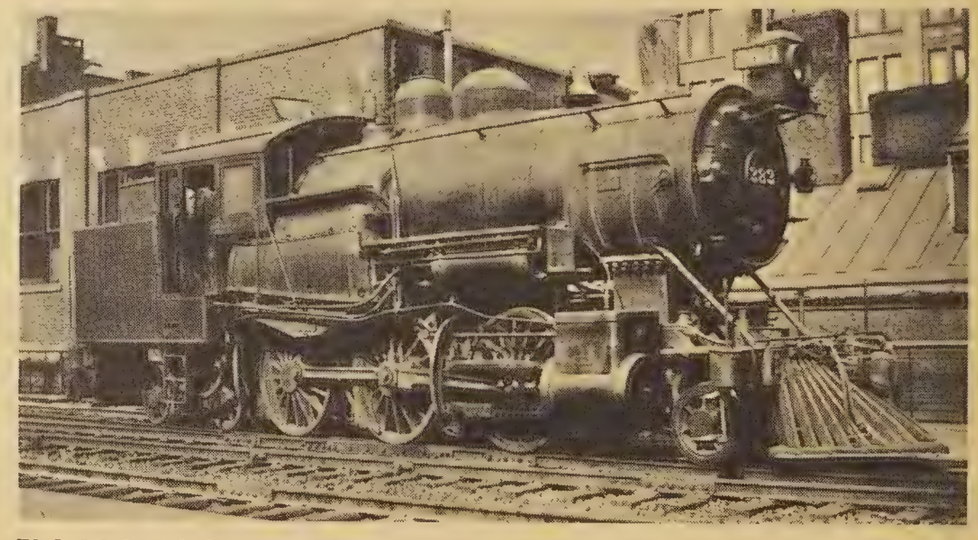
Then the elevated on Sixth Avenue tossed its 28 dummies and 25 leaky double-enders into the junkpot in favor of new Forneys built by Rogers, Rome, Pittsburg, Baldwin, and Rhode Island. Just before the coming of third rail in the nineties, no less than 348 tank engines were whooshing and screeching over the elevateds of Manhattan. Putting them all up for sale was like busting a dam; Forneys glutted the market and the bargain prices brought buyers from far countries. Those little engines wandered over the face of the globe and even today a few may still be chuffing along in remote sections. Mr. Forney had good reason to be proud of them.

New York had no monopoly on commuter travel. The Philadelphia & Reading was keeping ten suburban types in grease in the early days of electricity—called 'em "double-end tanks"—on the 10.1-mile branch line to Chestnut Hill which had no turning facility.

As you might expect, the first P&R tanker in 1892 had been a hard-coal burner with a Wootten firebox and 63.4 square feet of grate. She was so nearly smokeless that the Illinois Central borrowed her for tests aimed at cutting down its own smoke nuisance, but the results were nil. Reading liked the tanks well enough to order ten big Baldwins of 26,540 pounds tractive effort in 1903 and '04. A railroad with many branches could well use back-up power.



Staten Island Railway operated Cooke-built double-enders, including No. 7.
Harold K. Vollrath, 2524 Meriwether Rd., Shreveport, La.



Philadelphia & Reading 383, pictured in 1914 at Reading Terminal, Philadelphia, was one of the very few 2-6-4 engines that ever ran in North America.
Joe Lavelle photo in Harold Fagerberg collection

IT IS nostalgic to think of olden times when steam engines hooted the commuter out of bed, when coalburners rolled over every branch line, and when the spice of coalsmoke mingled with woodsmoke and leafsmoke in autumn far from the city, and when the conductor's " 'Bo-o-oard!" was an invitation to a more adventurous world.

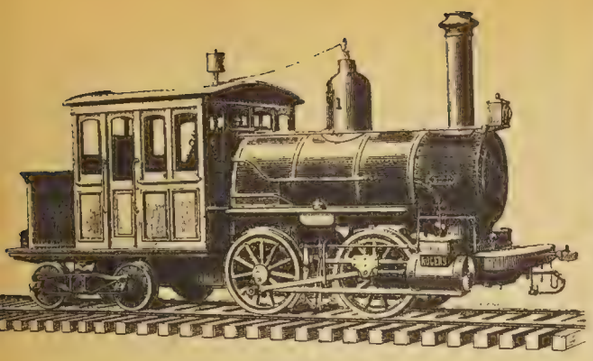
Shortlines and branches of the mighty systems wandered out of all the big cities in the days when they could pay their way. Take, for example, the New York Central's Putnam Division, which rambled for seven miles above the Bronx and finally got to Yonkers, a short run with Rogers-built 2-4-4T's that never turned around. The Central got ten more tankers from Brooks in 1910 and '12, but by then the promoters of electric traction were giving off sparks, and in 1926 those steamers went into the melting pots. Electric MU cars groaned along for seventeen years before the Putnam gave up altogether.

The Harlem and Hudson divisions of the New York Central also used suburban tankers prior to electrification.

Some of the handsomest double-enders in history glistened on the Central's Boston & Albany lines, all of them Schenectady-built. First came eighteen of the 2-6-6T type, the Class L-1 of 1906 and 1907, which plumed over the hills to Framingham. Then in 1928 five sleek 4-6-6T beauties appeared. Each weighed a moderate 248,000 pounds but chalked up a surprising tractive effort of 41,000 pounds. Modern in plan and detail, they were generally regarded as the highest development of the suburban tank in North America.

The B&A and the New Haven pull

One of a lot of five Long Island side-tankers later sold to Jersey Central.
From the author's collection



A typical Forney tanker as shown in an old catalog of Rogers Locomotive & Machine Works of Paterson, N.J.

out of Boston's South Station on parallel track, and it was sure as shooting that there would be races between the B&A double-enders and the New Haven's fast Atlantics. Many a tanker engineer had the unholy joy of leaving the other train behind in a bank of soft-coal smoke. Most of the tankers yielded to diesels around 1950, but two 4-6-6T's had a burst of glory in the last days of the Syracuse-Oswego passenger service, then slated for oblivion. The railroad had been expecting an OK from the ICC to discontinue the train April 29, 1951, the date of a new timetable in which it would be listed as "discontinued." But on April 29 the official OK had not arrived, so there was nothing to do but keep the "discontinued" train in service as an extra.

All along the pike there was confusion. At Woodward, where the one-track branch left the main stem, the telegraph operator did not like the look of things. His new schedule said that no train would run, but there she was in all her black enamel and satiny steel. He could hear the firedoor of No. 1297 slam shut and see the hogger peering out of his window. With a wry face he signed the order allowing the train to enter the branch.

One former line of the B&A that operated suburban tank engines was the Highland branch at Boston. The line has been taken over by the city and made into a trolley route. This is far better than abandonment, but no loyal steam fan will ever admit that the bell of a PCC car is as romantic as the crash of a steam exhaust.

For a city of moderate size, Providence, R.I., had excellent commuter service in the 1880's by shortlines which later merged into the New Haven. Several of the lines used tankers. The Providence, Warren & Bristol owned one Mason bogie and one Forney, the *Pokanoket* and the *Squantum* respective-

Aug. 24, 1886: The *Harry Colton*, No. 5 of the Brooklyn, Bath & West End, which later became part of the New York subway system, stands beside Greenwood Cemetery, Brooklyn. The crew kept her brasswork shined like a new penny.
R. K. Smith photo, collection of Everett L. DeGolyer, Jr.

After the New York El was electrified, many Forneys met the fate shown here.
Edward F. Gardner

From the author's collection
The *Fred*, a Long Island 2-4-0, was rebuilt from a dummy engine named *Quincy*.

ly, both of 1885 vintage. But at that time the parent railroad was testing electric traction, turning the PW&B into an experimental juice railway. Both steamers were sold down the river to the Old Colony line.

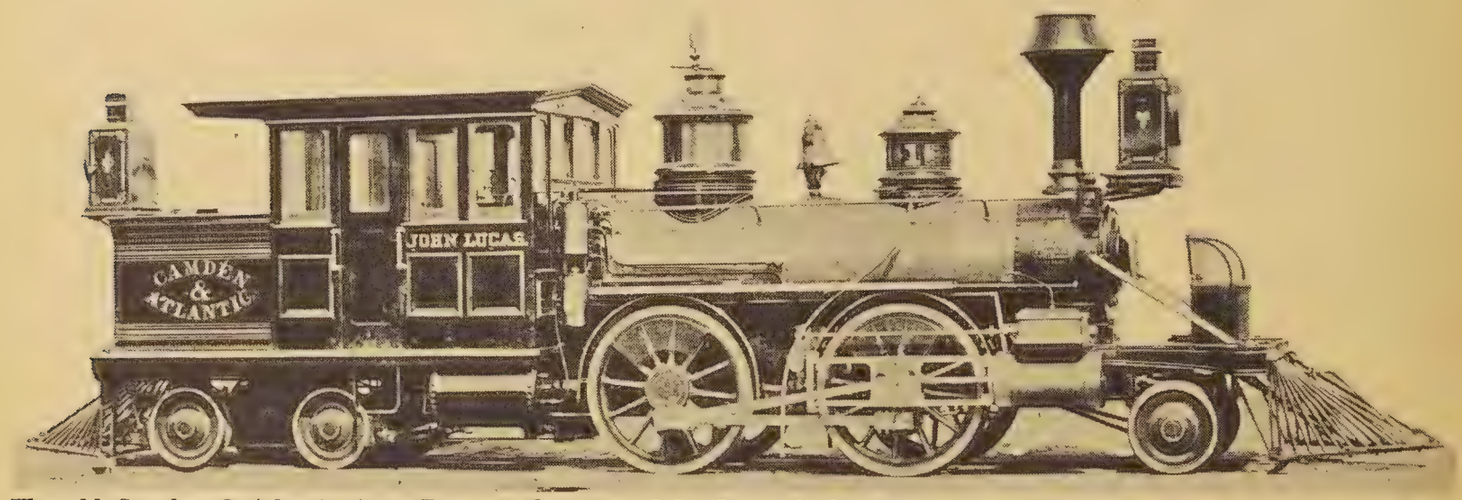
At the New Haven's New York operation the ten Forneys of 1891 and '92 gave way to overhead current in 1906 and '08. Therefore the good Forneys were scattered, one going as far as California to become No. 4 of the Los Angeles & San Diego Beach. Soon the Boston yards were alive with tank engines, 38 in all; enough different types to drive a shopman off his valve links. For years they sat around on branch lines, getting rusty.

ASK any oldtimer around Boston about the "Narrow Gage" and he is likely to go into raptures over the yard-wide Boston, Revere Beach & Lynn, the most famous commuter shortline. At its peak the 13-mile railroad kept 25 Mason bogies in smooth-running shape. A vintage operation, it all began in 1875 with a couple of 0-4-4T's, the *Pegasus* and the *Jupiter*, both named from characters in ancient mythology. With a light fire and a full head of steam, these Masons could make jackrabbit starts if handled with care—or just spin their drivers if mistreated.

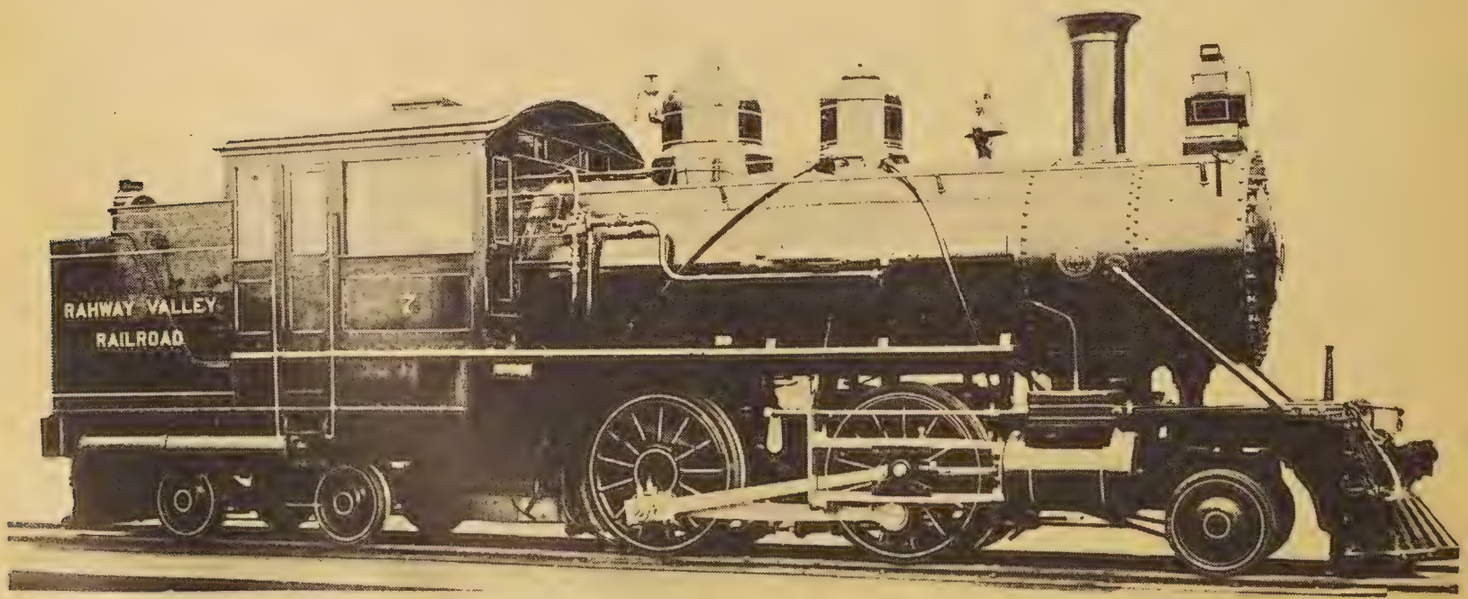
For years the "coffee roasters" puttered between East Boston and Lynn, 8.7 miles on ten-minute headway, and over a branch to Winthrop. One bogie made an unscheduled trip at the East Boston wharf, ran over its bumper, and splashed into the foamy brine of the harbor. You might call that incident the Boston "T" party.

In 1928, when a New York firm took over and voltaged the BRB&L, they

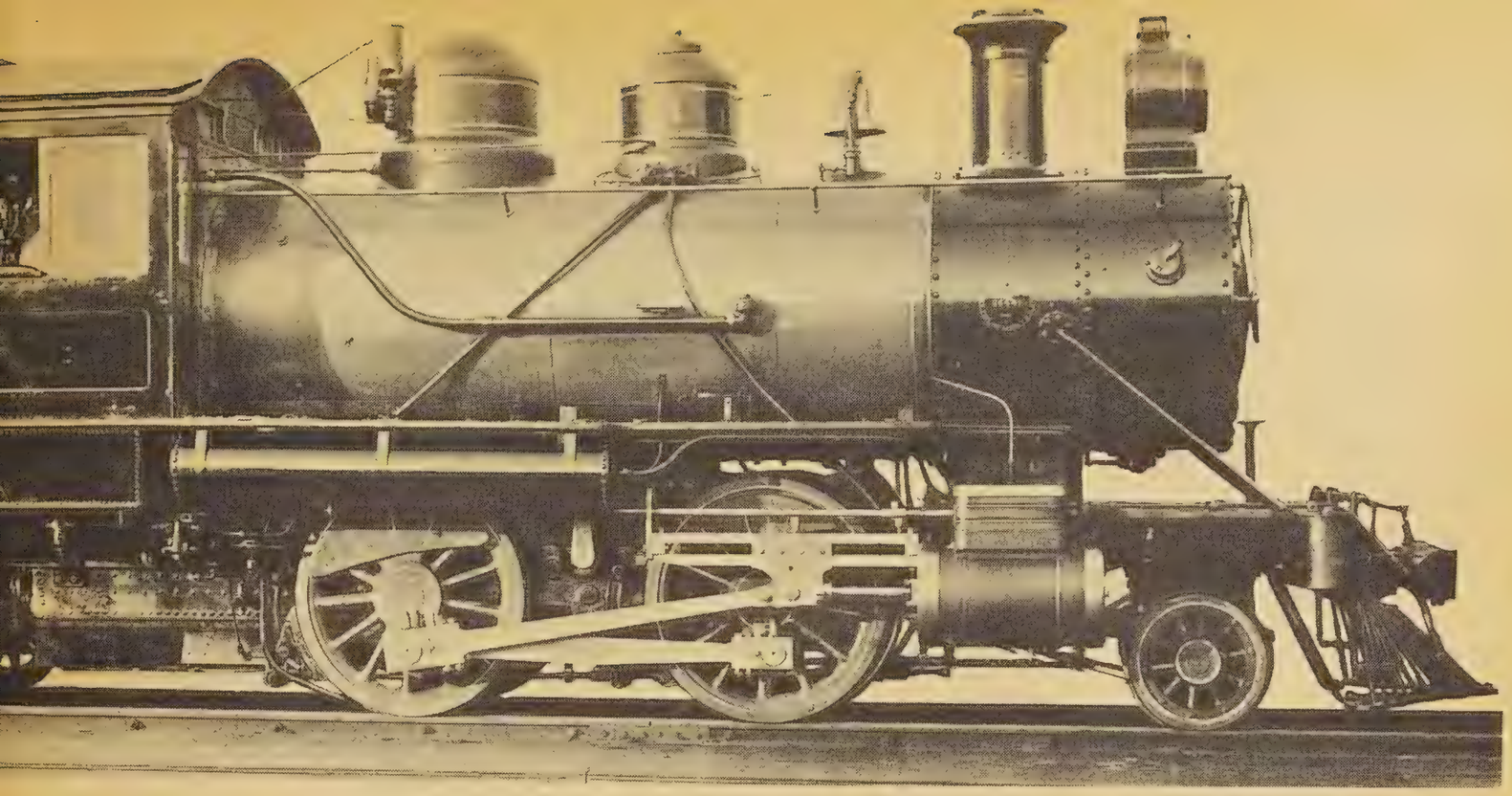
No. 4 ran on the two-mile South Manchester, which was the shortest common-carrier railroad in Connecticut.
Collection of H. L. Broadbelt

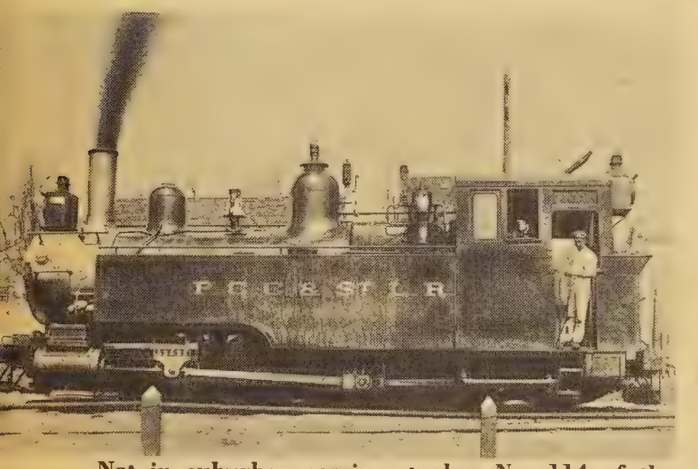


The old Camden & Atlantic (now Pennsy) One-spot, *John Lucas*, had cowcatchers and oilburning headlights fore and aft.
From the author's collection

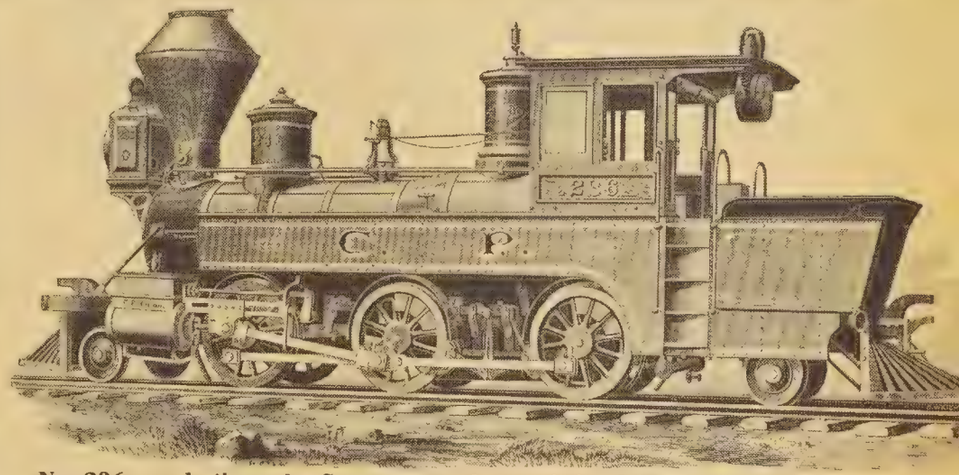


No. 7 was used in shuttle service between the Lackawanna RR. and the Jersey Central at Cranford, New Jersey.
From the author's collection





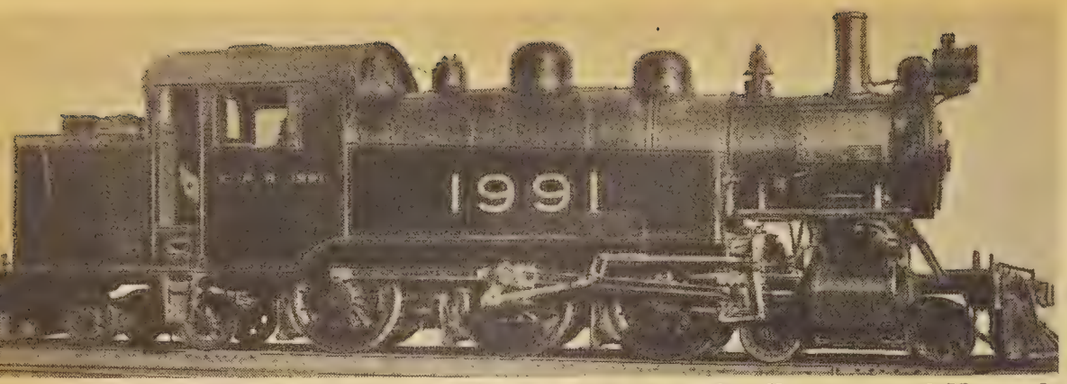
Not in suburban service: tanker No. 114 of the Pittsburgh, Cincinnati, Chicago & St. Louis.
Collection of A. J. Ospring, 1322 S. Ontario, Burburbank, Calif.



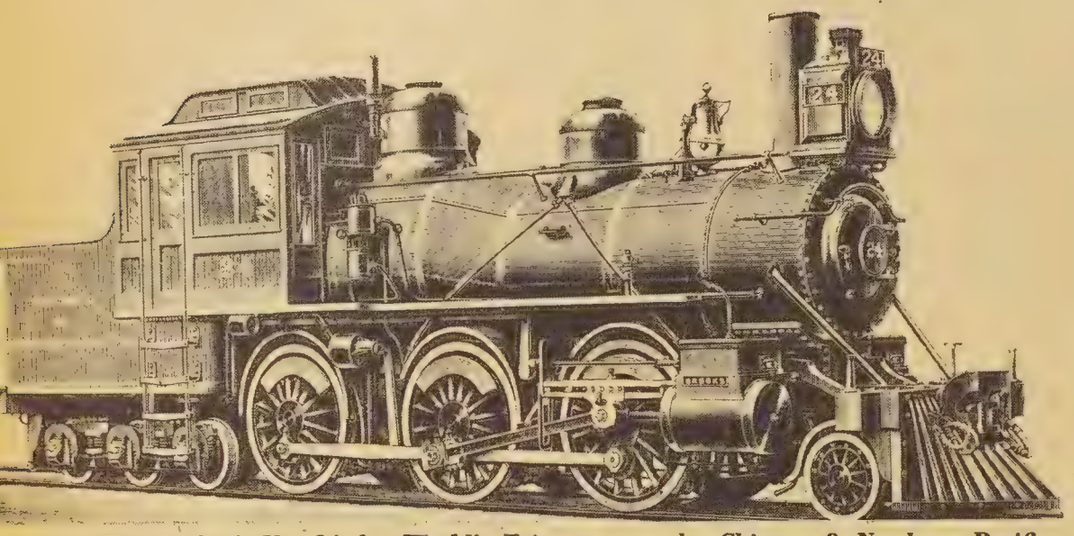
No. 236 was built at the Sacramento shops of the Central Pacific (now SP) for rush-hour runs between Alameda and the Oakland wharf.

Illinois Central Railroad photograph

An Illinois Central suburban tanker highballs the varnish past 31st Street, Chicago, around the time of World War I.



Canadian Pacific used four of these engines on push-pull runs out of Montreal.



Brooks built No. 24 for World's Fair runs on the Chicago & Northern Pacific.

hoped to peddle its steam power south of the border but found that nearly all Mexican and Central American lines were locked into meter gage. So they had to junk the old girls whose whistles had piped the tune for many romantic beach outings.

Quite a few New England towns were served by even shorter independents, like the one which linked Manchester, N.H., with the New Haven. Those two miles of rusty iron were long remembered because the engineer loused things up. On that day the tank engine was coupled to the coach, cab forward. The hogger climbed aboard, notched the Johnson bar to "forward," and eased open the throttle. His train backed, of course, and by the time he got stopped the conductor was out yelling insults at him. Rattled, the hogger then released his brake, which shot the car back again and threw its passengers to the floor. The people were still howling with rage when the engineer meekly put the gear in reverse and headed out of town.

Both of the big Canadian systems used suburban tankers out of Montreal. The Canadian National inherited some from the Grand Trunk, which in 1863 had pioneered with one 4-4-2T and by 1892 owned a dozen, all of odd design with a saddle tank and the sand dome ahead of this. In 1914 the Montreal Locomotive Works had built six 4-6-4T's and when the National took over they added Elesco feedwater heaters. These engines, class X-10a, shot off like fireworks on the Montreal-Vaudreuil push-pull service, which may explain why they were the last suburban tank locomotives to operate in all of North America. Firemen soon knew that a well-laid bank of coals would get them through a large part of the day, and since the train was making only one round trip per diem, they were able to catch up on their sleep.

Although No. 45 was junked in 1956, the CNR then gave diesel power a careful check-up and learned what many railfans had long suspected: the reciprocating steam engine with good pressure can pick up speed just about twice as fast as a diesel. As a result, the National kept the double-enders at work until it curtailed passenger service in 1959. One engine (No. 49) is proudly kept for display by the Canadian Railway Historical Society; No. 47 is currently being operated by Nelson Blount on the Claremont & Concord Railroad; and No. 46 is for sale at Turcot Roundhouse, Montreal. Know anyone who wants to buy a suburban tanker?

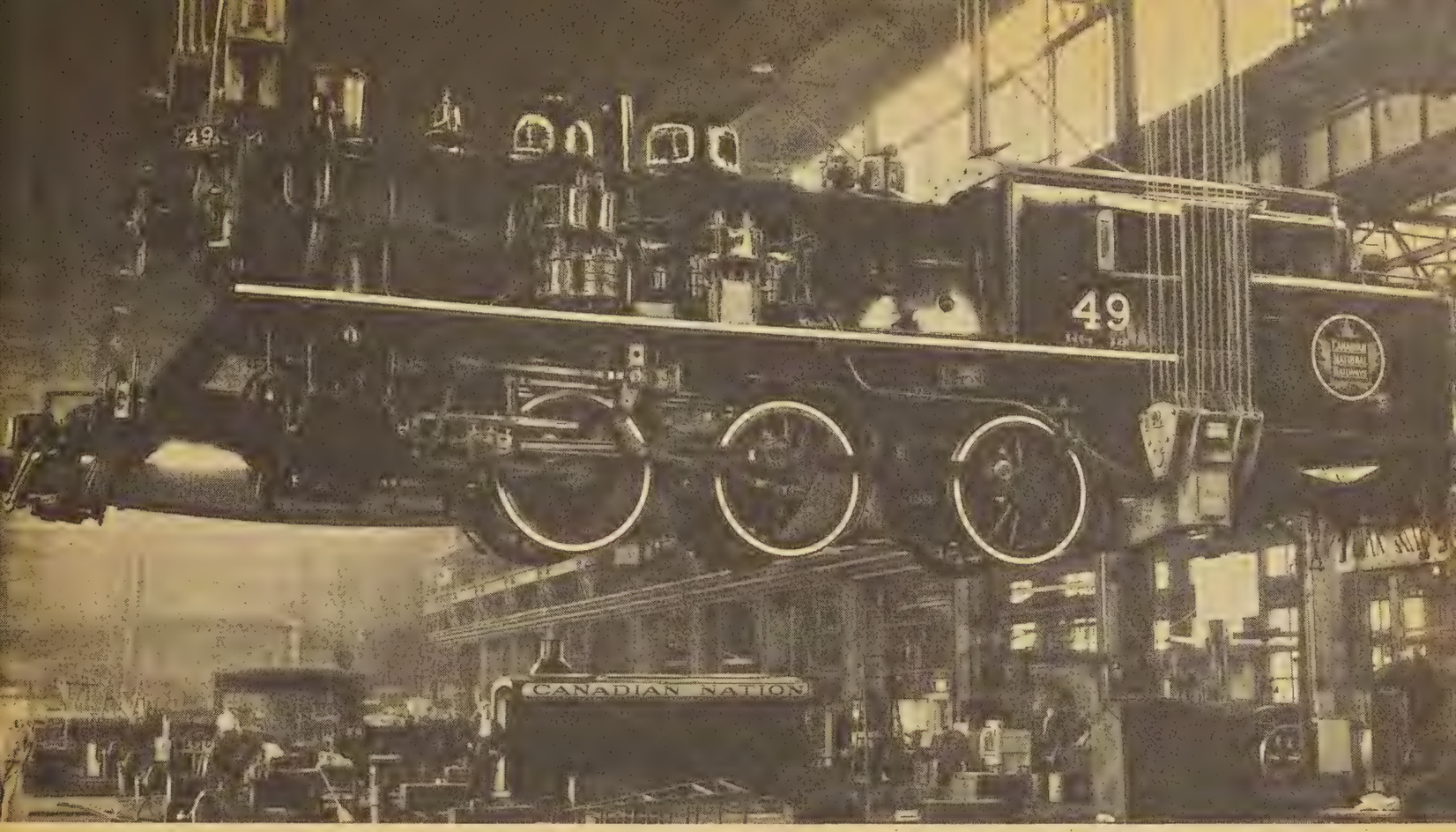
Canadian Pacific's use of the type dates back to 1893, when a 4-6-4T began to drip oil on the Montreal-Point Fortune short line. No. 624 was, in fact, a CPR Ten-wheeler with her tender replaced by a coal bunker and a tank, and she lasted on the rails for thirty-one years, which was superb.

In 1910, when *Railroad Magazine* was only four years old, the Angus shops built two 4-6-4T's of 236,000 pounds weight, and in 1912 completed a third. All three were slated for a push-pull run, Montreal to Vaudeuil, but in the 1930's were replaced by Pacifics too good to scrap. For a time they worked out of the old Place Viger station to St. Eustache via a branch from Ste. Therese, another push-pull like the early Newark train with a big headlamp on the rear car.

CHICAGO commuter trains have poked their headlamps into branch lines for a hundred years. Didn't the

J. W. Swanberg, Newtown, Conn.

Canadian National 4-6-4T's were last suburban tankers to run in North America.



No. 49 was the final steam locomotive overhauled at the Canadian National's Point St. Charles shops in Montreal.
Canadian National Railways

Illinois Central start the ball rolling with the *Hyde Park Special* on July 21, 1856? Commuter biz made money. By 1892 the Illinois Central was operating 114 daily and 62 Sunday trains, using 2-4-4T's on the locals to Kensington, South Chicago, and Blue Island. The IC was getting ready for the World's Columbian Exposition to open in the spring of 1893 at Jackson Street and Lake Michigan, hard by their cindery right-of-way. Orders went out for 41 new locomotives to include eight 2-4-6T's, and they didn't arrive a minute too soon, for the IC got delivery in April, 1893, a few days before the opening of the "white city." The IC also used 2-6-6T's and 4-6-4's.

In 1919 the City of Chicago passed a law to the effect that all suburban service must be electrified within seven

Illinois Central Railroad photograph

Rush hour line-up of Illinois Central suburban trains at Randolph Street Station in Chicago about 45 years ago.

years. That meant *finis* for the tankers. Many dumped their last fires, but two escaped to the Peoria & Pekin Union for commuter work; two others reached the Central of Georgia, and one saw the cornfields of Iowa along the tiny Manchester & Oneida.

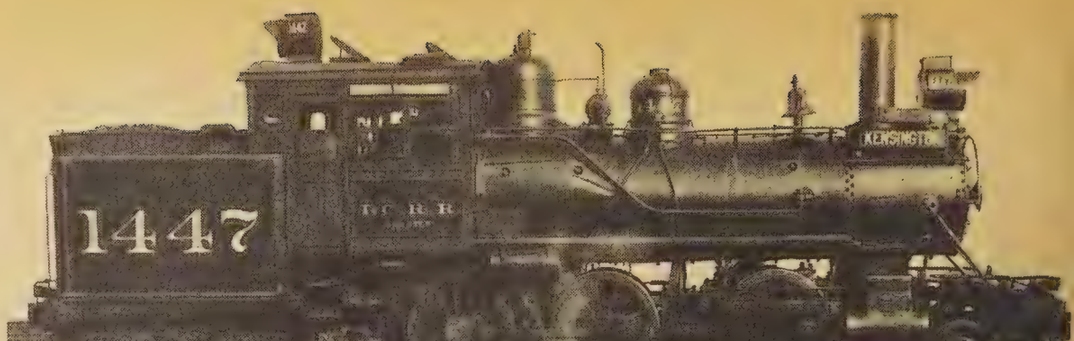
If a city ever grew up in one year, that city was Chicago in 1893. New local trains left trails of smoke on the ambitiously-named Chicago & Northern Pacific with four 2-4-4T's, one 2-6-6T, and one 2-4-6T.

Six Baldwin tank engines clattered out of LaSalle Street to Blue Island on the Rock Island, while the Burlington put on five suburban trains between Chicago and Aurora, powered by tankers from their own shops.

But the elevated lines of Chicago gave tank engines their biggest play. The Chicago & South Side got the thing going in 1893 with the delivery of 45 Vauclain compounds and one simple. Arrival of the first twenty 0-4-4T's made quite a stir, mainly because the shrewd Sam Vauclain, then head of Baldwin Locomotive Works, had sent them out from Philadelphia in a single million-pound train. Sam had an eye for the spectacular.

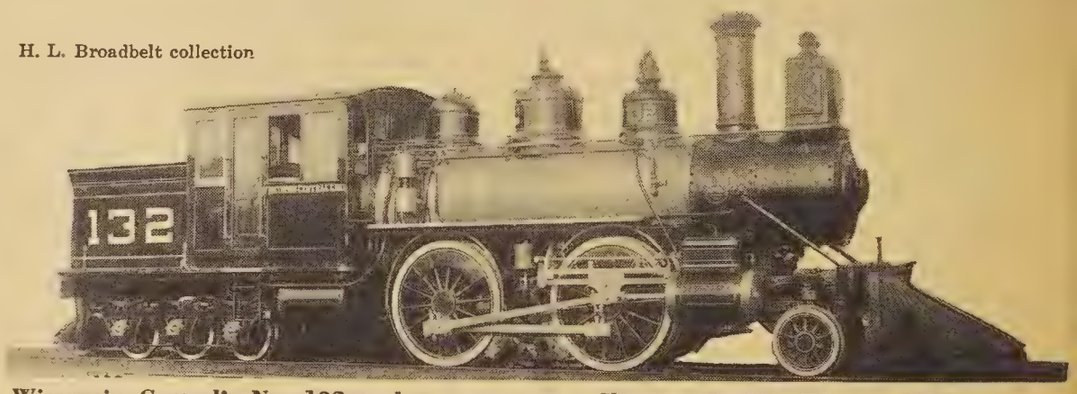
The firemen on the new engines found their space so cramped that they got cut and bruised as they swung their scoops. The next 25 tankers had larger cabs at the expense of fuel space, and finally the 46th was regarded as perfect.

Between the years 1893 and '95, which included the violent year of the Pullman strike, the Lake Street Elevated got 35 Forneys. These had been designed to burn anthracite, but it seems that the rich Illinois soft coal gave them indigestion and they did not build up their usual head of steam. Then another problem beset them. Hauling big crowds of people, with the doors kept open at every stop, even during winter, the little engines had difficulty in keeping the cars warm. On zero days when biting winds cut in from Lake Michigan you might have seen two Forneys up front, one to draw the train and one to heat it. These drawbacks helped electric traction finally to push them aside.



Illinois Central had 56 suburban tank engines; No. 1447 was converted from 2-6-0.
Illinois Central Railroad photograph

H. L. Broadbelt collection



Wisconsin Central's No. 132 took passengers to Chicago World's Fair in 1893.

The Chicago & Western Indiana operated half a dozen 2-6-2T's on its suburban runs out of Dearborn Station to Dolton. Those engines, built by Rogers in 1904, with slanted high sides and high coal bunkers at the rear, were replaced long before diesel-electrics had a chance to compete with them.

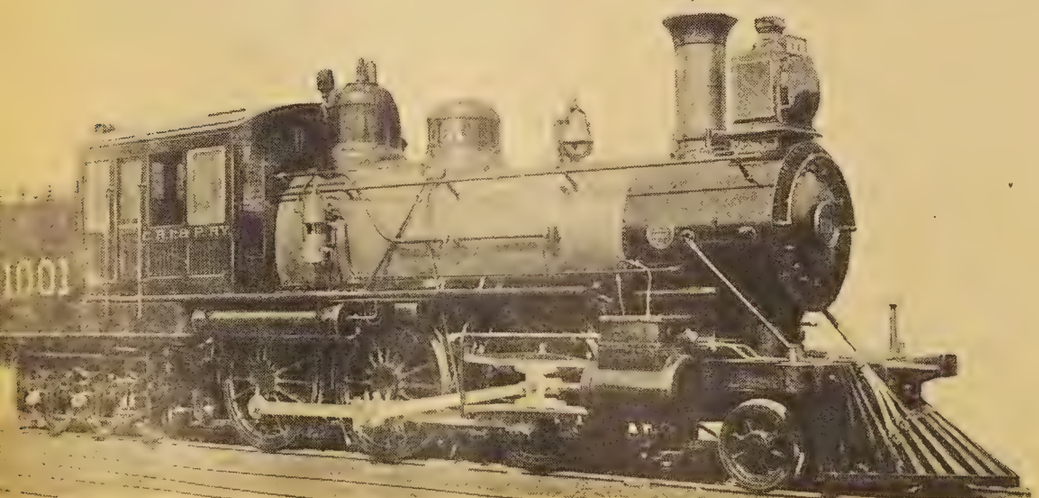
Famous on the West Coast was the Oakland suburban service of the Central Pacific. Leland Stanford used heavy, short tankers able to make turns in city streets. They were fast on pick-up but had primitive foot brakes worked by engineer and fireman together—about as unpopular an idea as you could find. Another odd feature was their diamond stacks, which made a lot of people think they were woodburners.

The rival Southern Pacific hit the city rails with "steam motors," a car-looking disguise for the noisy black engines which was supposed to keep them from scaring horses.* When the East Bay lines were electrified in the 1900's, three engines found themselves in SP track service and the rest went over the hills and far away to the logging camps.

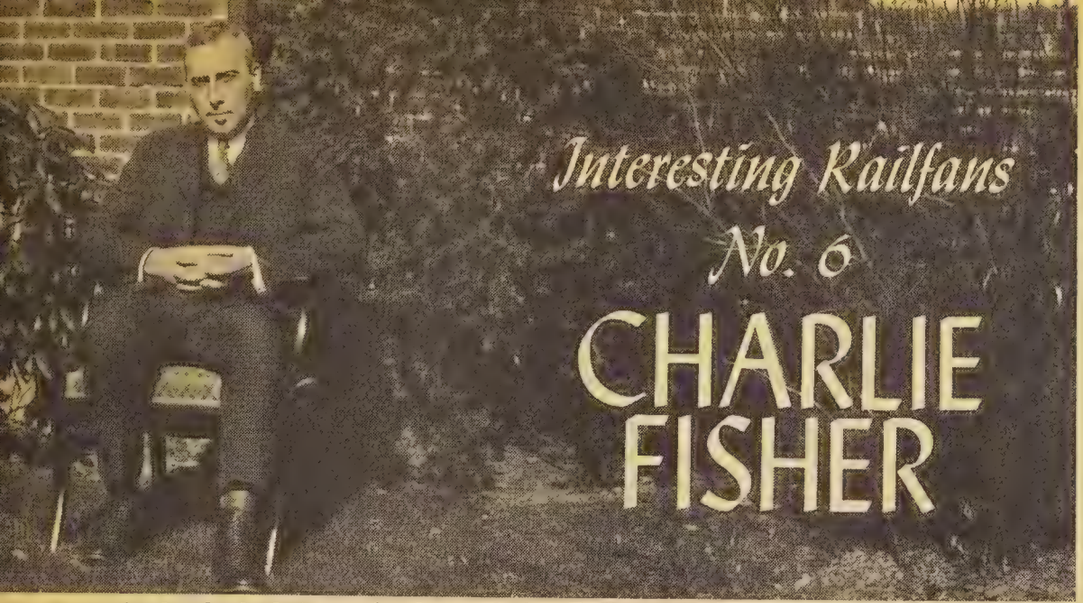
Thus the tankers rounded out their days in far corners. Today you are not likely to find a single one in service this side of Europe. You could comb Mexico and Central America without finding a trace of the 24 Schenectadys that once wheeled passengers and freight across panama, a "transcontinental" run 47 miles long. The busy and practical double-enders are now a fond memory to the engineers who knew their odd ways and the fans who photographed them. They have dissolved in a swirl of smoke an a whistle's echo.

H. L. Broadbelt collection

The first 2-6-6 ever built, Rock Island's No. 1001, had a Martin Box whistle.



***In 1875 a locomotive was designed in the shape of a horse by S. R. Matthewson of Gilroy, Calif., possibly in the hope of fooling the animals, but was never built. It was pictured in Railroad Magazine, Oct. 1961.** ●



Interesting Railfans No. 6

CHARLIE FISHER

As he looked in early days of the Railway & Locomotive Historical Society.

HIS FATHER was employed for thirty years by the Mason Machine Works in Taunton, Massachusetts, which built many superb engines, mostly 4-4-0's, and Charles E. Fisher himself was born at Taunton in the late 1880's. Railroads also fascinated his father's father, who helped to finance the construction of the old Boston & Providence (now part of the New Haven).

So it is not surprising that early in life Charlie developed a love of steam power that eventually made him one of America's most widely-quoted experts in railroad lore. Not only that but four decades ago he assisted in founding the Railway & Locomotive Historical Society and ever since then has been its president and the editor of its authoritative *Bulletin*.

As a schoolboy, with a pointer dog as a pet, he worked at the Taunton freight station during his summer vacations, and over the years he has been employed by the Pennsylvania Railroad, Midvale Steel & Ordnance, the New Haven, and finally the Franklin Railway Supply Company.

"When the Depression hit," he recalls, "I began devoting all my time to the R&LHS and historical research in the Baker Library of Harvard Business School, Cambridge, Massachusetts, which is still the Society's mailing address," and that just about sums up his subsequent activities.

Prior to 1920 America had no organized railfan movement. But in that year, which marked the 95th anniversary of America's first steam railroad—the one built by Colonel John Stevens on his estate at Hoboken, New Jersey—Charlie was writing his *History of the Old Colony Railroad* and became aware of the need for some kind of national organization to preserve the documentary and pictorial records of railroad history.

So he got together with two friends, Warren Jacobs, a former railroad yardmaster, and Arthur Curran, a veteran of Rogers Locomotive Works who had written dozens of articles for *Railroad Man's Magazine* (the present *Railroad Magazine*), meeting at Curran's home, 16 Ballard Street, Newton Centre, Massachusetts. There they formed the country's first railfan organization, the Railway & Locomotive Historical Society, and decided to issue a publication at regular intervals.

At the outset each applicant for membership was required to submit an article dealing with some phase of railroad history, and the first *Bulletin* came out March 15, 1921. Later, that requirement was dropped. Even so, the *Bulletin*, which now appears semi-annually, has always been written entirely by the members.

The Society operates an exchange department corresponding to *Railroad Magazine's* Switch List. This has long been in charge of Carlton Parker, 25 Woodward Street, Newton Highlands 61, Massachusetts. Members' wants are published in the *Bulletin*. The Society owns a very large and growing collection of negatives, prints from which are sold to members at a reasonable price. Mr. Fisher himself made many of these pictures. His favorite print, reproduced here, shows a Cincinnati, Hamilton & Dayton train bound for Cincinnati one October day in 1912, pulling away from the Toledo station. Catching sight of the engine, No. 502, a Pacific type just out of the shops, beautifully polished, he sprinted and caught the picture just in time.

Warren Jacobs and Arthur Curran died years ago, but Fisher and two other charter members, Roy W. Carlson and George Becker, are still active. Becker has been treasurer of the Society for thirty-five years. He placed it on a firm financial basis and is still keeping it there.

In 1923 the R&LHS was incorporated under the laws of Massachusetts. Four years later Baker Library's librarian became interested in it through reading an account of Jacobs' photograph collection. As a result, the group was given the use of two rooms in the Library to store and exhibit its railroadiana. That privilege lasted until about 1957, when the Society moved its precious collection to the Edaville Railroad Museum in South Carver, Massachusetts, on the thick end of Cape Cod.

Meanwhile, the organization continued to grow. Today it boasts more than 1400 paid-up members, including the editors of *Railroad Magazine* and *Trains* and many of the contributors to both publications. It has local chapters in New York, Chicago, San Francisco, Los Angeles, and South Bend, Indiana, and even has a resident director in England. The five chapters collect their own dues, meet regularly, sponsor fan trips, issue mimeographed journals and occasionally press releases, and engage in projects designed to enlist public support of the railroads.

"The railroad interest of our members vary," says Charlie Fisher, "but are brought to a focus in this Society."

To some people, *he* is the Society. Besides being its perpetual head and editor, Fisher is the only person who devotes full time to it. The R&LHS functions smoothly. Its members appreciate the expert knowledge, editorial know-

CH&D No. 502. Charlie Fisher likes this photo best of all the railroad shots he has made over the years.

how, and patient care that he has been putting into the long succession of *Bulletins,* numbering over a hundred.

This journal is now kept on file in about sixty-five libraries, universities, museums, and historical societies.

Early numbers of the *Bulletin* are much sought after as collectors' items. In addition to editing, Fisher himself prepares articles for the *Bulletin,* often collaborates with its authors, and now and then writes features for other periodicals Among his contributions to *Railroad Magazine* are "Rival Engine Builders (Feb. '34), "Locomotive Oddities (April '34), "The Care and Handling of Prints" (Nov. '37), "Locomotive Headlights" (July '41), "Double-Enders" (Dec. '43), and "Inspection Locomotives" (April '45).

Personally, Mr. Fisher is a quiet, conservative, and kindly gentleman with more than a little New England austerity. He is intolerant of railroad chroniclers who don't know what they are talking about and those who misuse the English language. He is also generous. Over the years he has supplied countless facts, in so far as his limited time permits, to authors of significant books and articles on railroad subjects. All over the States and Canada, even in foreign lands, innumerable people have reason to be grateful for his help.

He first met the lady who is now his wife while she was teaching a class of deaf and dumb pupils at Rochester, New York. Mrs. Fisher has a "green thumb." Charlie helps her by keeping the grass cut, trimming the shrubbery, and shoveling snow in winter from in front of their home at 20 Wilde Road, Waban, Massachusetts. They have no children but for thirteen years he was secretary and treasurer of a Sunday school. The only other member of their household is a big tiger cat named Pepper.

One of Fisher's cherished memories has to do with the time when a Maine Central locomotive, Pacific type No. 466, fresh out of the Waterville Shops with a Franklin booster, started the fourteen-car *Bar Harbor* out of Oakland, Maine. Oakland was a difficult station from which to start the heaviest passenger train in the state.

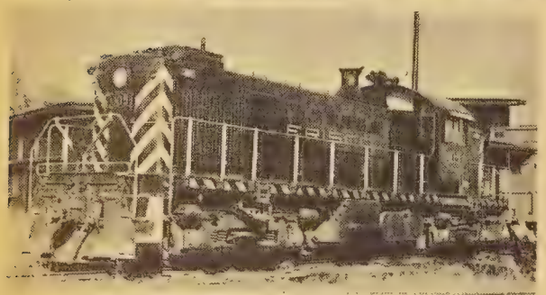
"Seeing her get under way," he says, "made me feel mighty proud of steam power in general. There is no question but that the steam locomotive was the glamour girl of the railroads, but I am of the opinion that too much attention is being given to this subject as compared with such items as passenger cars, stations, timetables, biographies, corporate histories, and so on. Although I regret the passing of the iron horse, many other interesting aspects of railroading remain. Our Society is adding new members even in the Diesel Age."

Asked about the future of the organization to which he has given so many fruitful years, Charlie Fisher replied with a faint smile: "We try to elect members to our Board of Directors who have both feet on the ground and if that policy continues no one need worry what will happen to the Society in the next hundred years." ●

(No. 7 in this series will be George Hart, specialist in Reading lore.)

Shortlines of Alabama

Locomotive Roster compiled by Sy Reich



AT&N 109 still carries Frisco name.
William Husa

Atlanta & St. Andrews Bay switcher.

No. 201 of the Chattacoochee Valley, ex Tennessee, Alabama & Georgia 201.
Harold K. Vollrath

Alabama, Tennessee & Northern Railroad

RR. Class	Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
.....	11	300	GE	45-ton	B-B	22,500	89,000	1941	1
.....	101-111	1000	Alco-GE	RS-1	B-B	61,150	244,600	1944-'7	

Atlanta & St. Andrews Bay Railway

.....	501, 502	1500	GM-EMD	GP7	B-B	60,664	252,500	1952	
.....	503-505	1750	GM-EMD	SD9	C-C	87,000	350,000	1956, '8	
.....	904-913	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943-'50	2
.....	1001, 1002	1000	Alco-GE	S2	B-B	69,000	230,000	1942	
.....	1501	1500	GM-EMD	F3A	B-B	59,640	244,000	1947	3

Atlanta & West Point Railroad

.....	551-554	1500	GM-EMD	FP7A	B-B	61,060	257,000	1949, '51	
.....	571-575	1500	GM-EMD	GP7	B-B	60,000	247,000	1950-'2	
.....	676-677	1000	BW	DS 4-4-1000	B-B	68,850	229,500	1949	
.....	678	1200	BLHW	S-12	B-B	68,850	229,500	1951	

Birmingham & Southeastern Railroad

.....	198	300	GE	45-ton	B-B	22,250	89,000	1942	1, 4
.....	199	400	GE	44-ton	B-B	22,000	88,000	1953	

Road Nos.	Wheel Arngt.	Cyls.	Dri.	BP	Weight	Tract. Effort	Builder	Date	Notes
200	2-8-0	?	?	?	?	?	Alco	?	

Birmingham Southern Railroad

RR. Class	Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
70	71-75	900	GM-EMC	NC1	B-B	?	?	1937	6
80	81-89	900	Alco	HH 900	B-B	69,000	230,000	1937-40	5
90	91-95	900	GM-EMD	SW900	B-B	60,470	246,000	1958-60	6
100	100, 101	660	Alco-GE	S1	B-B	58,800	198,000	1941	
150	150-152	1600	Alco-GE	RS-3	B-B	62,000	248,000	1949-50	
160	160	1600	Alco-GE	RSD-5	C-C	90,000	360,000	1953	
200	200, 201	1200	GM-EMD	SW1200	B-B	61,000	247,000	1953	

Chattacoochee Valley Railway

Road Nos.	Wheel Arngt.	Cyls.	Dri.	BP	Weight	Tract. Effort	Builder	Date	Notes
21	2-8-0	20x26	50	180	144,000	31,800	Baldwin	1924	7

RR. Class	Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
.....	85	900	Alco	HH 900	B-B	69,000	230,000	1937	5
.....	100	1000	Alco-GE	S2	B-B	69,000	230,000	1946	

The Alabama Central had two ex NYO&W 2-8-0's, including this one, No. 9, when it folded up recently.
Thomas W. Solomon, Box 2, Headland, Ala.

One of Western of Alabama's oldest engines, 624, built in '44.
Elliott Kahn, 75-48 183rd St., Flushing 66, N.Y.

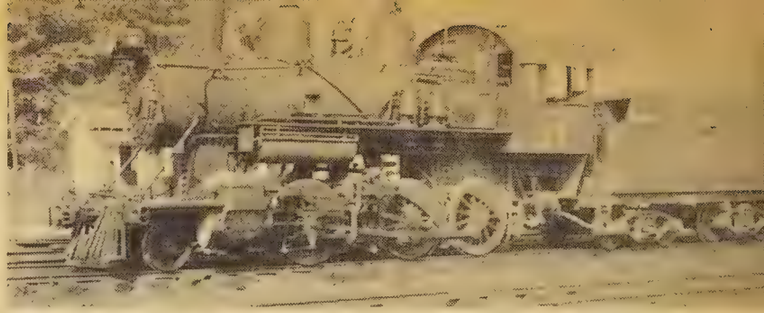
The Western of Alabama's No. 503, built by GM-EMD, 1500 hp.
Elliott Kahn

Meridian & Bigbee No. 1, built by GM-EMD in 1952.
William Husa

Sumter & Choctaw 102 (2-8-2), built in '24 and still running.
Harold K. Vollrath, 2524 Meriwether Rd., Shreveport, La.

Photo by The Bay Line
Atlanta & St. Andrews Bay enginehouse: (left) 909, road switcher; (center) 1002, switcher; (right) 1501, passenger loco.

The Birmingham & Southeastern's only steamer, No. 200, is stored.
Charles Coniff, 2706 20th St., W., Birmingham 8, Ala.



M&G's only steam loco, No. 97, was U.S. Army No. 5621.
Tom Lawson, 1703 Melrose Place, Knoxville, Tenn.

Hartford & Slocomb Railroad

.....	1	1000	Alco-GE	S2	B-B	69,000	230,000	?	

Meridian & Bigbee Railroad

.....	1	1500	GM-EMD	GP7	B-B	62,000	248,000	1952	
.....	102	1750	GM-EMD	GP9	B-B	62,000	248,000	1957	

Mobile & Gulf Railroad

Road Nos.	Wheel Arngt.	Cyls.	Dri.	BP	Weight	Tract. Effort	Builder	Date	Notes
97	2-6-0	?	?	?	?	?	Baldwin	?	

Sumter & Choctaw Railway

102	2-8-2	17x24	44	180	125,530	24,100	Baldwin	1924
103	2-6-2	15x20	44	190	160,500	89,000	Baldwin	1925

Tennessee, Alabama & Georgia Railway

RR. Class	Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
.....	50	1800	GM-EMD	GP18	B-B	60,000	240,000	1960	8
.....	707-709	1500	GM-EMD	GP7	B-B	60,000	240,000	1951	

Terminal Railway Alabama State Docks

.....	451, 452, 491	1000	Alco-GE	S2	B-B	69,000	230,000	1945, '9	
.....	511, 521, 541, 571	1000	Alco-GE, Alco, Alco Pr.	S4	B-B	69,000	230,000	1951, '2, '4, '7	

Tuskegee Railroad

.....	100	?	?	?	C	?	?	?

Western Railway of Alabama

.....	501	1500	GM-EMD	F7A	B-B	57,960	241,000	1948
.....	502, 503	1500	GM-EMD	FP7A	B-B	61,060	257,000	1949
.....	521-526	1500	GM-EMD	GP7	B-B	60,000	247,000	1950, '2, '3
.....	530, 531	1750	GM-EMD	GP9	B-B	59,600	245,000	1954
.....	621-624	1000	Baldwin	VO 1000	B-B	72,450	241,450	1944
.....	630	1000	BW	DS 4-4-1000	B-B	68,850	229,500	1948

(Neither Birmingham Belt RR., Birmingham Terminal Co., nor Manistee & Repton RR. own any equipment.)

Lt. Col. James G. Bogle, 1749 Dyson Drive, N.E., Atlanta, Ga.

The Chattacoochee Valley has just given its last steamer, No. 21, shown on a fantrip, to the Atlanta Chapter of National Railway Historical Society to use on excursions.

The Birmingham & Southeastern's 198.
Charles Coniff

Past history: Alabama Central's 29.
Charles Coniff

MISCELLANEOUS NOTES

Roster compiled from data supplied by officers of Ala. Central, AT&N, A&SAB, A&WP, WRA, Birg. Sou., Chatt. Valley, M&B, S&C and TRASD, as well as personal observations. It is generally accurate as of the first quarter, 1961. For these rosters, a shortline is defined as a common carrier railroad whose route milage is less than 400.

Abbreviations used for builders: Alco—American Locomotive Co.; GE—General Electric; GM-EMC—General Motors, Electro Motive Corp.; GM-EMD—General Motors, Electro Motive Division; BW—Baldwin Westinghouse; BLHW—Baldwin Lima Hamilton Westinghouse; Alco Pr.—Alco Products.

1—Unit is equipped with one traction motor per truck, each inside axle and side rods.

2—905-908 were sold on 8/55, 8/55, 6/57, and 11/55 respectively.

3—Rebuilt to F7A in 1955.

4—Purchased second-hand.

5—Birmingham Southern 85 to Chattahoochee Valley, not renumbered.

6—Rebuilt to 90 class, renumbered 91-95.

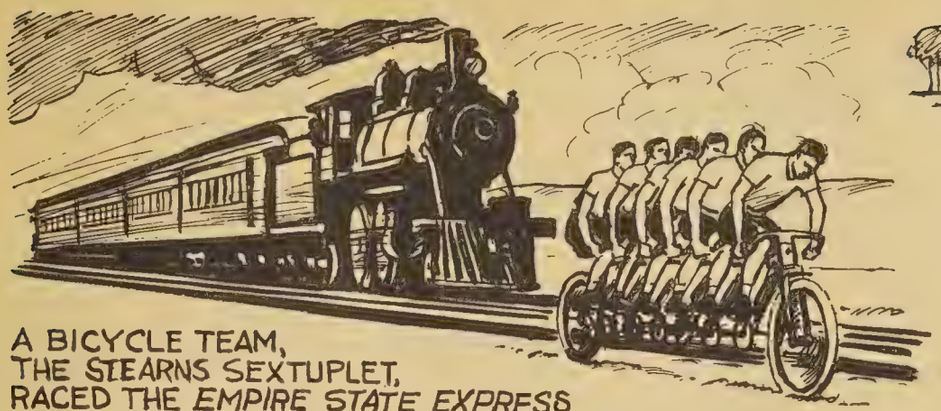
7—Ex TA&G 201.

8—Named Dave E. Hedges.

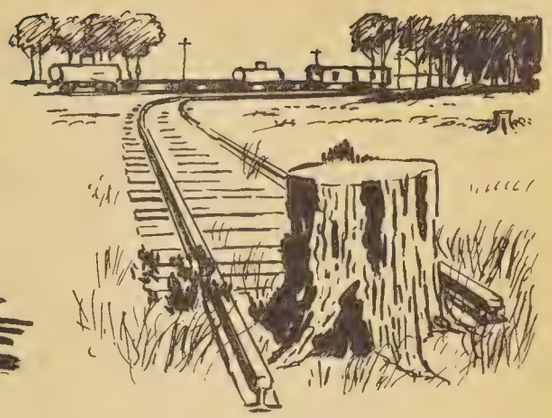
We invite readers to send us dependable information to fill in the gaps in these rosters. ●

ALONG THE IRON PIKE

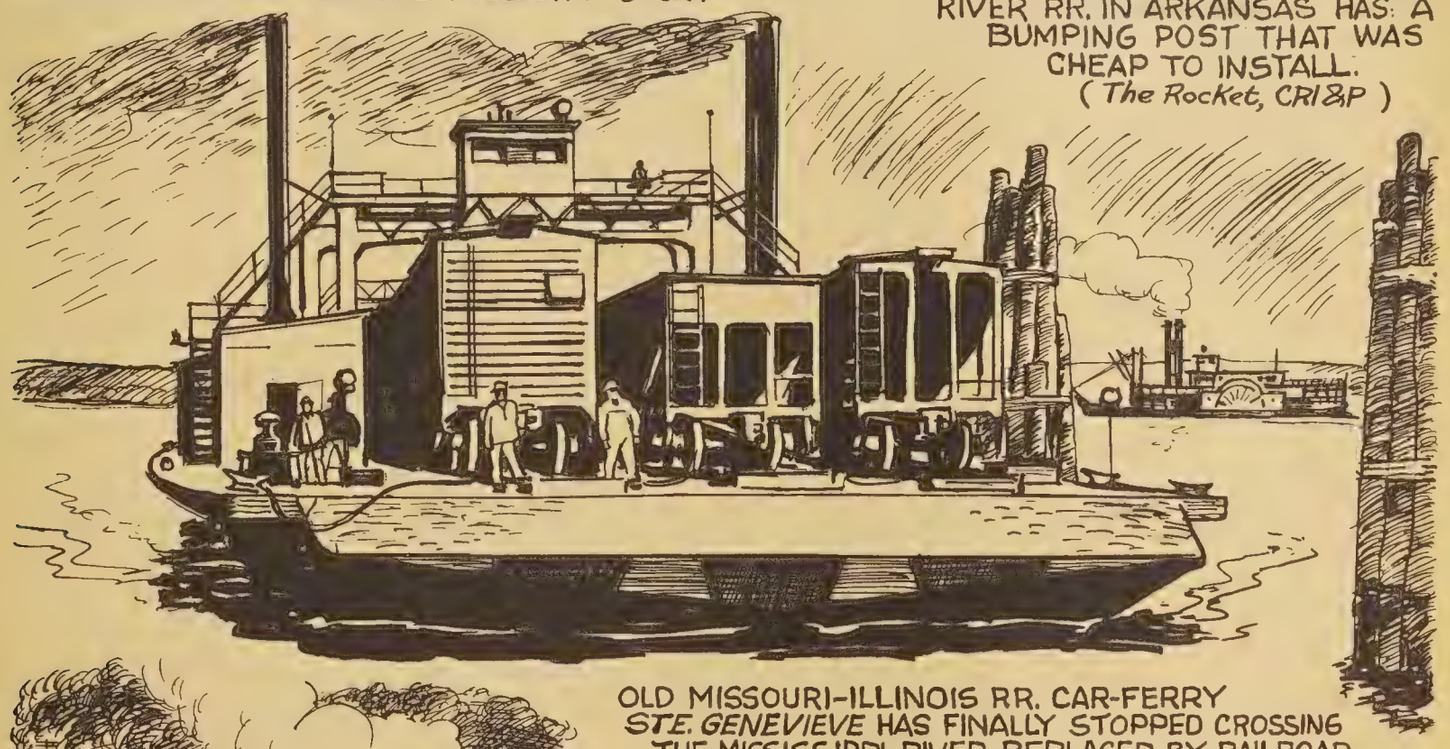
by Joe Easley



A BICYCLE TEAM, THE STEARNS SEXTUPLET, RACED THE *EMPIRE STATE EXPRESS* NEAR SYRACUSE ABOUT 60 YEARS AGO, AS A NEW YORK CENTRAL PUBLICITY STUNT.



THE 15.6-MILE WARREN & SALINE RIVER RR. IN ARKANSAS HAS A BUMPING POST THAT WAS CHEAP TO INSTALL. (*The Rocket, CRI&P*)



OLD MISSOURI-ILLINOIS RR. CAR-FERRY *STE. GENEVIEVE* HAS FINALLY STOPPED CROSSING THE MISSISSIPPI RIVER, REPLACED BY RAILROAD BRIDGE LINKING ILLMO, MO., WITH GALE, ILLINOIS. (*Missouri Pacific Lines Magazine*)

SEPT. 27, 1935: THE *SILVER LINK*, WHEELING THE BRITISH RAILWAYS' FIRST STREAMLINER, MAKES 112.5 MPH. (IN 1905, THE PENNSY CLAIMS, ITS ATLANTIC TYPE 7002 HIT 127.1 MPH.)

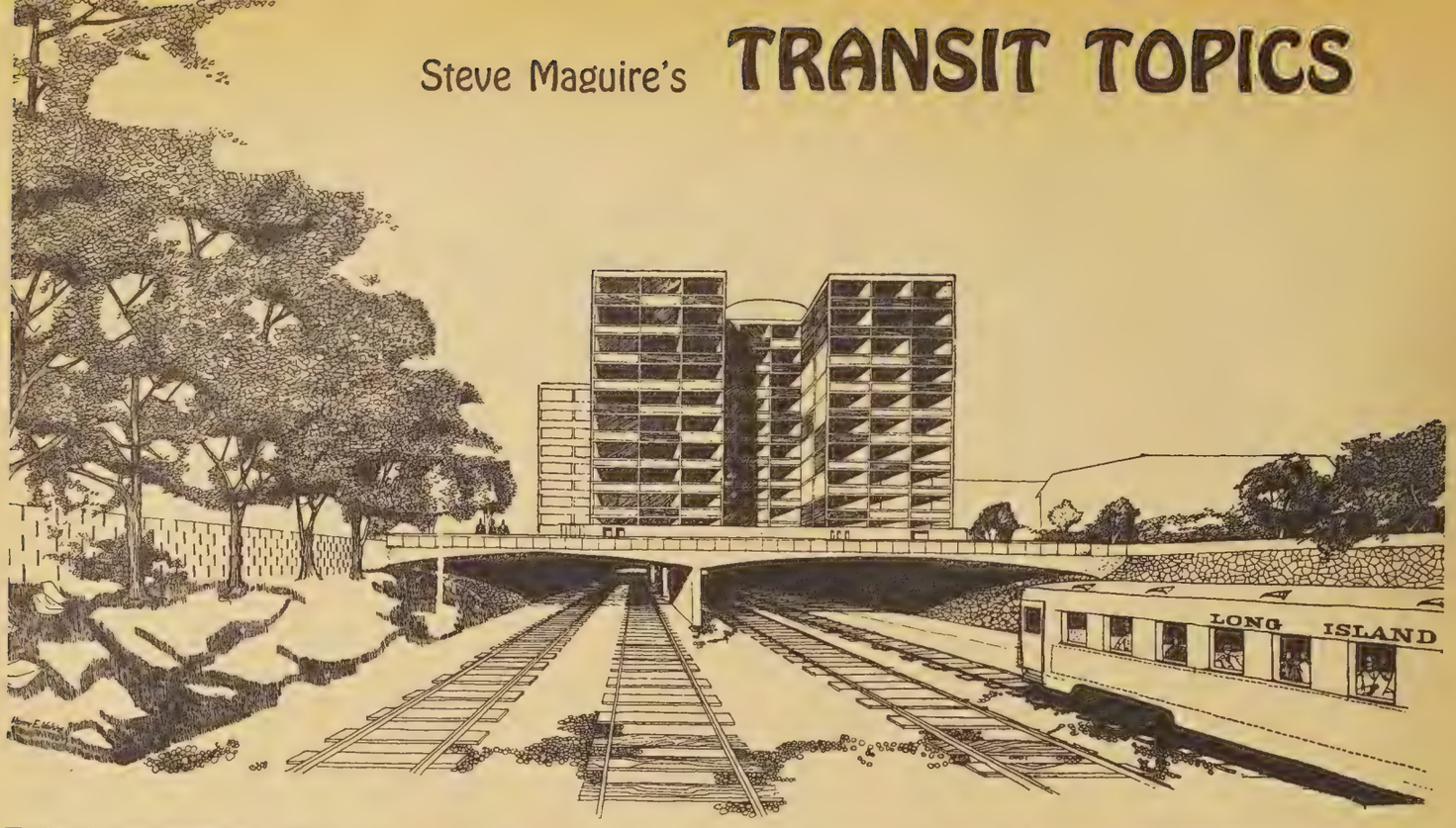
BROOKLYN HORSE-TROLLEY USED TO OPERATE OUT OF CAR BARN AT 20TH STREET AND PROSPECT PARK WEST. BUILT IN 1868 BY JONES CAR CO., TROY, N.Y., IT WAS NO. 1 ON BROOKLYN RAPID TRANSIT ROSTER. (*Robt. Presbrey collection*)

Built in the 1880's by the Wagner Palace Car Co., this relic of a long-gone era served the Great Western as a "combine" for passengers and baggage. She stands today among slim-gage engines and trains at the Colorado Railroad Museum. Note the conductor's desk, with its pigeon-holes for contract mail, the mirror on the wall, and the old pot-bellied coal stove.

"When You and I Were Young, Maggie"

HERE are typical photos from the new 48-page book (8x11") *Where Steam Still Serves,* a picture-story of Great Western Railway, written and illustrated by James Lyon and published by Great Western Sugar Co. The book is rich with action shots of steam power, locomotive diagrams, maps, timetable, track layouts, and other railroadiana, including present-day GW views. Today, a lone steam engine, No. 90, assists five diesel units in moving freight. The book costs $1.50 from Colorado Steamfan Service, Box 5385, Terminal Annex, Denver 17, Colo. ●

Steve Maguire's TRANSIT TOPICS



Trains in the basement! That's what residents of these new luxury apartments will have when the twin units are erected directly over the Long Island's busy main line through Kew Gardens at Union Turnpike. The commuter road has sold 120,000 square feet above its right-of-way for a residential development—which no other American railroad has ever done.

THE WORLD'S only inter-continental tramway, the Istanbul Electric Tramway & Tunnel system in Turkey, used to operate in both Europe and Asia Minor but its once-extensive lines have been cut back gradually until the only three routes left in Europe were given up last August 12. The system has ceased to serve parts of two continents but still operates in the Asia Minor section of the former Ottoman Empire.

Steve Maguire

This news comes from Lt. William D. Middleton, author of the new book, *The Interurban Era* (reviewed in our December issue). Bill is now in American Naval service at Golcut, Turkey, his address being CEC, USN, Navy Group, OPDET, APO 324, New York City.

Away back in 1869 horse-drawn trams began running in the Turkish capital, then called Constantinople. Dobbin jogged over the tracks continuously for 45 years because Sultan Abdul Hamit II feared electricity and would not let it be applied to transit lines in Turkey. After his death, the country's first trolley, No. 128,. inaugurated the present service. That same car, gaily decorated with flags and green boughs, made the last run in August, bearing a banner which read, "Good-bye, My Dear Passengers!"

DO any horsecar lines still operate on our side of the Atlantic? Yes, indeed. We learned in a recent conversation with the Chilean consul general, Alfonso Grez, that his country has several horse tramways in small towns where no other public transit is available. At Batuco, for example, such a line connects with the Chilean National Railways main line.

Also in Chile, three electric railway companies continue to serve the people of Santiago. These are the municipally-owned city system, which has only two routes left; the two-mile West Santiago line, and the 14-mile extension of the F. C. Llano de Maipo to Puente Alto.

Sr. Grez told us that one result of the $20 billion aid plan for Latin American countries may be to encourage some South American tramways to "modernize" by buying new buses with funds from U.S.A. This refers particularly to electric lines now carrying on with cars that date back to about 1900.

ST. LOUIS may lose much of its remaining 28 miles of streetcar double trackage, reports Cliff Sexton, Jr., 47 Arundel Pl., Clayton, Mo. There are now four trolley routes, the longest being University-Clayton, ten miles, but new highway construction will soon cut off the outer four miles of track, much of which is on private right-of-way. Plans for one-way traffic in downtown St. Louis may convert two other lines, Wellston and Hodiamont, to buses despite sharp objections from St. Louis Public Service. The company wants to keep its newer PCC's running out their years of operational expectancy and would incur a big loss in the unhappy event of immediate bussing.

ON A RECENT trip in Iowa your *Transit Topics* editor tried vainly to locate a certain constable who, early in World War II, locked up railfans merely for taking photos of the Mason City & Clear Lake electric freight line. But our search was not entirely fruitless. We learned that the MC&CL had been sold to Detroit interests and renamed the Iowa Terminal Railroad. It is still doing business as an electric line. Orange lettering replaced silver.

In nearby Charles City, Iowa, we saw another freight road, the Charles City

Louis Desrus, 12 Route de Blognac, 12, Toulouse, France

Spanish interurban train, built by Brill in U.S.A., entering Sarria station in a suburb of Barcelona.

Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

Equipment of the old Mason City & Clear Lake Railroad, an electric freight-hauler which is operating today as the Iowa Terminal Railroad.

Western, operating two electric locomotives, Nos. 300 and 303, the latter from the old Texas Electric. It also works two diesels, on non-electrified trackage. Former passenger car 50 was converted to a line car because the ICC would not allow it to be used again on chartered passenger trips. The road totes freight to Marble Rock.

PERMISSION to give up rail-bus passenger service between Houston and Baytown, Texas, is being sought by a former interurban line, the Houston North Shore, laments Jay Moore, 225 W. Cypress St., Tobin Hill, San Antonio 12, Texas. Jay has formed a new chapter of the Electric Railroaders Asso. and invites all Texas juicefans to join.

EXTENSION of Philadelphia's Broad Street subway for 1½ miles to reach the U.S. Naval Base, the city's Stadium, and Walt Whitman bridge across the Delaware River is becoming a reality, with contracts for preliminary engineering already signed. Estimated cost of the project is $17 million. New subway stations will be built at Oregon and Pattison avenues, together with a 1500-car parking lot.

AUTOMATIC braking and block signal system have just been installed by Chicago Transit Authority on its Congress-Milwaukee el-subway line between Desplained Avenue, Forest Park, and the Milwaukee elevated terminal, a total of 15½ miles, at a cost of $28 million.

"GAP FILLERS," in case you didn't know, are the extendable and retractable sections of curved station platform of the New York subway system. This equipment bridges hazardous gaps formed between the straight side of a car and the station platform while the train is being loaded and unloaded. NYCTA has just ordered from Union Switch & Signal automatic gap fillers at Grand Central Station on the Lexington Avenue subway.

"Proximity detectors," a recent US&S development to sense the presence of railway cars at a particular point, are provided for each car in the train whose doors are to be opened. For over-run protection another proximity detector is located just ahead of the normal stopping point of the first car. If the train moves too far, a light automatically reveals this fact to platform trainmen. Gap fillers do not function until the train is positioned normally.

A NOVEL method of subway construction is being used to build Rotterdam's first underground, we learn from the monthly *Newsletter* of Upper Canada Railway Society (Box 122, Terminal A, Toronto, Ontario). A deep trench dug along the new line is filled with water. Then prefabricated concrete sections of the new structure are floated into place, set in location, and buried.

The same *Newsletter* reports that Toronto Transportation Commission has sold for scrap all but one of its remaining *large* Peter Witt cars, originally numbered 2300-2448. That one, No. 2300, is retained for historic purposes. At this writing, the Ontario Electric Railway Society is dickering to buy car 2424 for its museum at Rockwood, Ontario. By contrast, all of the *small* Peter Witt cars are being overhauled extensively at Hillcrest shops, indicating that TTC will keep them for future use.

LONDON & PT. STANLEY RR., that gave up passenger service in 1957, is keeping two passenger motors for its twice-daily express runs to St. Thomas, writes Frank H. Guest, 30 McMaster Ave., Toronto, Canada.

LAST of the old-style trolleys made a final run the other day over Shaker Heights Rapid Transit and part of the Cleveland Rapid Transit system to Windermere in a special trip operated for Gerald Brookins, who had purchased these cars, formerly SHRT 18 and 25.

The cars have since been removed to the new Columbia Heights location where Gerald is building a new line. Ted Taetsch, 14218 Garfield Ave., Lakewood, O., sells 3x5" pix of the last run of those cars at 15¢ each.

BUENOS AIRES news comes, as usual, from South America's most dis-

Fans unload at a picturesque spot on a recent excursion over the Southern Iowa Railway sponsored by the Iowa Chapter of the National Railway Historical Society. The car is No. 100 from the old Waterloo, Cedar Falls & Northern line.

Stephen D. Maguire

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Ever see a trolley bookmobile? Edmonton (Canada) Public Library used this one. Stephen D. Maguire

tinguished juicefan, Arnold I. Reid, Defensa 665, R. 46, Argentina. He tells us that in his city the General Urquiza interurban has rejected two of the Pacific Electric's old Long Beach cars as too antiquated for further use and is now negotiating for the purchase of 25 Key System articulated cars from the Oakland Bridge route. GU officials are studying the original blueprints with a view to deciding what changes, if any, would have to be made in their own shops to fit the cars for local service.

Bids on 90 new cars for the Buenos Aires subway have been made public.

Elsewhere in Argentina small tram lines are hard pressed. At Mendoza the streetcar system is losing money and may soon be abandoned. In Rosario several lines have been eliminated or rerouted because of changes in streets. The present rail is in bad condition. At La Plata half of the trams are out of service for repairs. Buenos Aires TBA will send them 25 surplus trams.

MODERN TRAMWAY, monthly of the Light Railway Transport League in Great Britain, reports that last July the Grimsby & Immingham ended service from Immingham Docks to Cleveland Circle, with buses taking over. League members ran a farewell trip.

WALLY HIGGINS, an American juice hobbyist stationed in Japan, joined an excursion of several hundred members and friends of the Japanese Railfan Club not long ago. They took their first ride in one of three new six-car electric trains on the Toyohashi-Nagoya-Gifu run of the Nagoya Railway. These cars are described as *panoramic* because of their side picture-windows and their unobstructed visibility for readers in the head end. The motorman's cab occupies a bubble above the car roof.

BUSES are replacing some of Japan's "Toonerville" trams. A bus operator bought the Akiho Electric, which had been runnning four-wheeled cars to and from Sendai. Another trolley-line casualty is the Yamanaschi, linking Kofu with Aoyagi. Still another is a Kyoto route which had been using single-truck, deck-roofed cars like those in America of the 1890's. One of its cars may go to the Seashore Electric museum at North Kennebunkport, Maine.

Mention of this museum reminds us that cross-seat car 1700 from Sydney, Australia, has finally reached North Kennebunkport and gone into service there. According to *Trolley Museum Dispatch*, Seashore's monthly journal, air brake positions on the Sydney car are exactly opposite to U.S. practice. It took the museum motorman a while to get used to them.

DID you ever hear tell of a trolley *bookmobile?* According to Bryant C. Smith, Jr., of the Enoch Pratt Free Library, Baltimore, Md., a recent issue of *Library Trends Magazine* mentions that one has been operating at Munich, Germany, since 1928. A tram car was converted to a traveling library, with a stock of 2000 volumes, to test the need for permanent public libraries in that area. Mr. Smith asks who knows of other trolley libraries, past or present.

We recall that at Edmonton, Alta., Canada, before World War II the Radial Railway converted passenger car 14 into a bookmobile on rails, lettered it *Edmonton Public Library*, and operated it for years as such!

New Electric Publications

THE TORONTO TROLLEY CAR STORY, 1921-'61, published as Interurban Special No. 29 by Ira Swett, 202 S. Western Ave., Los Angeles 4, Calif., is the second in a series of full-length stories written by Louis H. Pursley, who, like his father, worked many years for the Toronto system. It sells at $4. Its 165 pages include a wealth of photos, statistics, and rosters as a fitting sequence to the 1861-1921 Toronto book Ira issued a year ago. Next year the same publisher will put out an alltime history of every TTC car.

REPRINT of rare Midwestern interurban timetables and company advs. have been issued by James D. Johnson, 519 S. Prospect St., Wheaton, Ill. Practically identical with the originals, 12 items include tts. of the Elgin & Belvidere Electric; Chicago, Aurora & De Kalb; Aurora, Plainfield & Joliet; Joliet & Eastern; Fox & Illinois Union; Woodstock & Sycamore; Chicago, Harvard & Geneva Lake, and Dayton & Western. These, with three company advs., cost $3.50.

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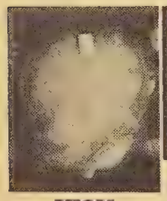
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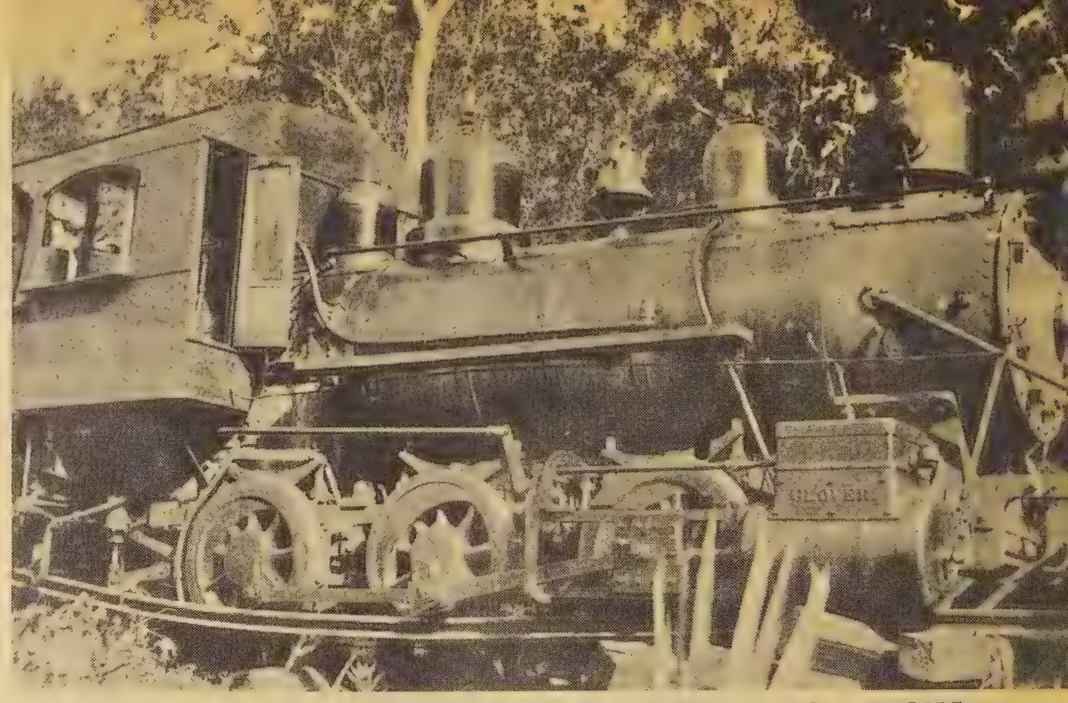

No. 3, a Mogul, on the Jane Creek trestle of the old Deer Park line in 1915. E. A. Smith collection, 219 Hubbard St., Fort Myers, Fla.

FERRY TRAIN

by E. A. ("Frog") Smith

GOING into town for a week-end was a high spot for the work-train crew on the Deer Park Line in southern Florida a long, long time ago. One Saturday afternoon in July of 1915, only a week after I had signed up for engine service, I found myself one of the joshing, yelling crowd that rode the woodburning Five-spot out of Deer Park construction camp. "Bull" Johnston and I were the only railroad men working that afternoon, but the whole crew went along for the ride and a night on the town.

Bull was the hogger on the work train and I did the firing. That guy considered himself as quite a ladies' man. He boasted he could always pick up a backwoods cutie in town on a Saturday night, and I felt equally confident of my own ability. Maybe I wasn't good-looking, either, but back in 1915 my boney frame was held together by lean hard muscles gained from tossing green slabs into rusty, leaking woodburners. With a week's pay in my pocket, I was on top of the world.

Taking my cue from the rest, I wore my Sunday duds under clean overalls in case I did find the right gal to share my companionship and cash. Our flagman, dressed in blue serge fit to grace a crack passenger train, bent the rusty iron, and Bull, wearing freshly-starched overalls and a bowler hat, eased the ancient Ten-wheeler out on to the main stem. Knowing that we had twenty miles of 45-pound rail between us and Melbourne, where the shop and offices were, I filled my firebox to the crown-sheet and slammed the door.

A lively crap game was already going in the tender as we rolled down the slight grade out of camp and across the rickety trestle spanning Jane Green Creek. For the next half-mile everybody seemed happy, but the shouts of mirth ended when Bull suddenly shut off and a stifling cloud of soot-laden black smoke enveloped the tender.

"Hey," I yelled, groping for the blower valve. "What's coming off?"

"Ferry train blockin' the switch," grunted the hogger as he pinched her down with the straight air. "We'll hafta wait and follow her in."

WHEN the Deer Park Line was put through in 1914, it penetrated one of the wildest and most picturesque sections of Florida. Big flat ponds filled with bald cypress trees six to eight feet through at the base reached for miles in all directions, separated by palmetto ridges covered with finest virgin pine, and rattlesnakes.

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Originally a logging road running westward out of Melbourne, Florida, the line crossed the muddy St. Johns River to reach Deer Park, twenty miles west. Its mile-long wooden trestle was the only bridge over the northward-flowing, alligator-infested stream.

At one time it was thought that the Deer Park Line might be extended through to Kissimmee, but when the Florida East Coast built a branch from New Smyrna to Okeechobee City, around the east side of the lake and into the Everglades, the idea was dropped. However, the newly opened territory needed transportation across the river, and the obliging Deer Park Line began to operate a ferry train.

This train hauled vehicles of various kinds for the public back and forth across the St. Johns. The Deer Park Line was in a class by itself, being the only ferry business in the country that did not own a boat.

When I hired out as fireman on the Deer Park Railroad, I had hopes of getting the ferry run, but I never did. Instead, I landed on the work train pulled by old Number 5, a sixty-ton Ten-wheeler off the Georgia Northern. She was the heaviest engine the Deer Park Line ever had. Firing her while laying steel was no joke. The oscillating cylinder twin engine on the huge Bell tracklaying machine used steam from the locomotive, and my hogger was not averse to having an ashcat earn his pay. Besides all that, the wood I fired her with was better than half cypress shingle bolt backings that wouldn't burn in Hell with the blower on.

I envied the guy who had the easy job of firing the ferry train. Number 6, which pulled it, was a trim little Eight-wheeler, light on her feet, and because she ran on schedule she rated much better wood.

But the Five-spot, built by Rogers in 1882, was a pain in the you-know-where. Among her many faults was the way her links were hung. Her drivers were wide-spaced with the middle set being the mains and, instead of having transmission bars or extended valve stems, she was equipped with humped over and belly-swayed eccentric blades to straddle the front axle.

About eight feet long and plenty heavy, it took a full two hundred pounds of beef, such as Bull Johnson had, to horse the lever over into reverse.

BUT getting back to my first weekend on the Deer Park Line, we were stopped at Jane Green Creek switch by the ferry train. Black smoke still swirled through our cab but, with the blower on, was rapidly thinning. That was one bad fault of woodburners with small tubes. If you didn't use the stack blower, they smoked up the cab, and if you did they popped off. But their fire never drummed like a coal-burner's.

All was quiet aboard the engine and I leaned out the gangway to look over the ferry train with its motley consist of flivvers and farm wagons, loaded on piggy-back fashion. On the second low-sided gondola, believe it or not, stood a covered wagon. The pair of scrawny mules that pulled it hardly wiggled an ear when our pops lifted with a roar.

What really caught my attention was the long-stemmed blonde who sat beside the driver, a tobacco-chewing, bewhiskered old gent wearing a big black hat and a built-in frown. But I paid him scant attention because the pair of well-turned legs resting on the wagon's dashboard fascinated me. My vision started at the ankles and proceeded upward and over the bright orange calico dress until it met a pair of eyes as green as a clear signal that stared right back at me.

Her frank gaze was disturbing, to say the least, and I dropped mine to her breasts that stuck out like the two ends of a football cut in half.

"Do you see what I see?" I asked Bull.

"Sure do," he answered with a poker face. "But don't go gettin' any ideas."

"Why not?"

"That shotgun you see leanin' against the wagon seat is why," he said. "Her name is Cynthia Sutlow and the old man is her dad."

"But why does he tote a shotgun?"

"For two reasons, Frog. First, he is a moonshiner and his wagon is probably loaded with liquor, so he needs the gun for self-protection. Second, he don't aim to let any Don Juan pick that ripe juicy plum in the calico dress."

My spirits dropped, but they rose again when I looked around to see a smile and a wink on the face of the "ripe juicy plum." I winked back and as the old man's head was turned for an instant, her smooth white arm waved at me. That, I figured, was a direct invitation—if I could find a way around that shotgun!

THINGS looked dull for my first Saturday night in town. No sooner was our hog set out on the washout track than Bull shed his overalls, stuffed them into his seatbox, and was gone, leaving me to cool the engine. When he did

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not show up for supper at the company boarding-house I decided he had already found a woman.

Not knowing the town, I walked aimlessly down to the commissary where I found Old Whiskers and his daughter Cynthia busily engaged in loading the covered wagon with groceries and sugar. The sweet stuff was obviously intended for making moonshine whiskey. Warily, I approached the wagon, dimly lit in the darkness, and said, "Howdy!"

"Hi, there!" Cynthia greeted, and the old man turned to glare at me.

"Can you use a little help?" I asked.

"Naw, not now," he said with a toothless grin. "We're 'bout done."

"Then how about a bite to eat?"

"Shore could go for that if it wasn't fer me leavin' the wagon. Got to make sure I don't lose my load."

"Then I'll buy some grub for the three of us," I offered generously, looking at the girl. "Want to come along with me, miss?"

She started to say yes; he cut her short. "Cynthia don't go nowhere with nobody I don't know."

So I went to the general store alone. When I got back to the covered wagon, a smudge-pot was burning half-rotted cabbage palm leaves to keep off the mosquitoes. The old man made no move to pay for his share of the food. We ate in silence. I aimed to talk with Cynthia privately but didn't get a chance to until one of the mules kicked over the stinking smudge-pot in a way that threatened to set the wagon afire. Old Whiskers hurdled the tailgate to set it right, leaving me alone with his daughter, briefly, for the first time. We both smiled.

"Don't you ever go anywhere without your dad?" I asked in a low tone.

Cynthia shook her golden head. "Only when I pick up mail at the post office."

"Maybe we can walk together some time soon and get acquainted."

"I would like that," she sighed.

She looked so sweet and innocent in the light of a kerosene lantern that hung from the wagon top. I sighed. How lonely she must be! And, judging from her frontal display and her full lips, how ripe she must be for love! I reached out for her hand. Her bosom was jumping like an air-pump piston. But before we could make any further headway, her old man climbed back into the antique wagon.

AND THERE the matter rested until the following Wednesday, which was uncommonly hot and sultry, even for Florida in July, and Bull Johnston soon developed a man-sized thirst.

"Frog," he said, "I'm gonna get me a pint of white mule somewhere. You take this here engine to Jane Green Creek trestle and fill her tank."

Unless you are familiar with the steam engines that used to run in this part of the country you may wonder about the creek water. Actually, it saved us boiler trouble. Water from deep wells generally has a lot of scale-forming solids in suspension. The deeper the well, the worse it is for locomotive boilers. An old story quotes a Hartford boiler inspector as wisecracking, "Sometimes the water on Florida's lower coast is so hard that you have to grind it before you can drink it."

Many's the time I've worked an engine with two gages of water and when I closed the throttle, the water would drop out of sight in the glass. Or I would open the throttle with only one gage to have the engine foam over in a white cloud above the stack. But the tannic acid of countless leaves decaying in creek water keeps a boiler clean and stops from foaming over into the cylinders. So we used creek water for the engines in that part of Florida whenever we could.

I was curious about Bull's methods of quenching thirst. "Where," I asked, "can you get a pint at this time of day."

The hogger glanced up the track as if he feared to be overheard. "At Sutlow's still, if he's home now. But keep it under your hat."

"I will, Bull. The old gent lives beside the creek, doesn't he?"

Bull nodded and clomped down the tank steps. " 'Bout a mile below camp."

As soon as he left, I gave the ancient Ten-wheeler steam, meanwhile noting casually which way he went. Then I rolled on down to the trestle and lowered the suction hose into the dark brown water.

Talk about luck! Hardly had I dropped the hose and turned steam into the siphon when I saw the shapely figure of a girl whose bare feet were kicking up tiny clouds of white dust on the dirt road. Cynthia, of course. Her hair shone like a dazzling mist in the bright Florida sunlight and she had on that same orange-colored calico dress but apparently not much else, if anything. She must have been on her way home from the Deer Park post office and general store.

My heart skipped a beat as I climbed down from the Five-spot and strolled toward her. "Hiya, Cynthia!" I hailed.

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"You look real pretty in bare feet."

"It's a hot day," she apologized. "I like to go barefoot."

"Come on over to the engine for a nice cold drink of icewater."

"Don't mind if I do, Mr. Smith."

WHILE she was gulping water from a tin cup, I asked, "How about stepping out with me some time? We could go fishing or something."

Cynthia shook her head. "Wish I could. But you know Pappy. He won't let me see anybody unless he's around."

"You must be lonesome," I ventured.

"I am," she said.

"You poor kid!" I put a comforting arm about her shoulders.

She giggled as I led her gently behind the tender, out of sight of the wagon road, and without another word I kissed her full on the lips. She flung her arms around me. Only when the tank ran over, showering us with cool creek water, did we break our clinch.

"Ooh, I'm soaked!" Turning her back to me, she wiped her beautiful face with the calico dress. I heard a rumbling noise and the hee-hawing of a mule. Pretty soon the covered wagon drew up with her father and Bull Johnston on the front seat.

"What air you two folks up to?" Mr. Sutlow asked suspiciously.

"She just came by for a drink of icewater," I said, and I think he believed me. Cynthia picked up her bag of groceries and climbed into the wagon with her father, displaying a bare stretch of gleaming white thigh as she did so. Then they drove off.

Bull's face was a thunder cloud. "What in hell was that kid doin' here with you?"

"Like I said, I only gave her a drink of icewater. We got plenty to spare."

"It ain't that," he snarled. "You lay off Miss Sutlow, understand! You seen her old man's shotgun."

"You seem mighty concerned, Bull, more so than the old gent himself."

Bull gagged on that, and as soon as I had wrestled the tank hose back onto its hooks he lit out for the end of track. Meanwhile, he clammed up. Even after we reached the track-machine, he wasn't talking to me but gave all his attention to running over bridled track.

In case you don't know what bridled track is, I will explain. When track is laid with a Bell machine there is no room underneath it to swing a spike maul for driving spikes. So an iron bar is fitted to the rails to hold them the right distance apart until the engine and machine pass over the spot and spikes can be driven.

Handling an engine on bridled track, with both rails laying loose on the newly-laid crossties, is a ticklish business. One slip of the drivers and the rails are liable to slide off the ties, dumping the whole train into the ditch. But once we were off the loose bridled rails, with the nearly empty track-machine behind us, Bill Johnston highballed for camp and used one of the hogger's oldest tricks to get even with me.

Laying the reverse lever into the back corner, he pulled on his injector. With a good fire already in the firebox, I smiled. I knew what to do. Observing his head stuck out of the side window, I pulled my own injector and sat back to wait for things to happen.

Water gushed up from the seven-foot stack in a dirty gray cloud, the cylinders choked, and the drivers slid on the wet rail. Bull looked across the cab.

"What's wrong?" I asked.

He grinned. "You know damn well what's wrong. Now that we're even, we might as well be friends again."

"Suits me," I said. "I'll even buy a quart of liquor for us both if you'll lead me to Sutlow's place."

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"Can't, Frog. You know how suspicious those moonshiners are. I've been buyin' white mule from the old man ever since I came to Deer Park, but he won't let me bring anyone with me."

"You've known Sutlow for months," I said, "and during all that time you passed up a golden opportunity to get next to his beautiful daughter. Man, you're slipping!"

And then the trust came out. The Don Juan of the Deer Park Line hadn't passed up anything.

"Frog," he confessed, "I've known that gal all along, and how! She's hot stuff."

"So that's why you tried to keep me from meeting her?"

He laughed raucously. "Right, kid! And you thinkin' she was a sweet and innocent thing!"

Bull made me mad. I decided to trail him that very night to see if he went to Sutlow's still or his cabin. I wanted to find out for sure what kind of girl Cynthia was.

A full, big, orange moon was rising over the Jane Green swamp when I cautiously followed my hogger in the luminous darkness, and I had to be careful. I saw him head straight for Sutlow's cabin and heard him knock on the door. A barefooted blonde in calico opened the door. Oulined by the yellow light of a coal-oil lamp, she kissed him and fairly dragged him inside.

I turned away in disgust. I hadn't gone far when a shadow moved slowly toward the cabin. The shadow of a bewhiskered old man with a shotgun under his arm and a hound dog at his heels! Sutlow was sneaking around.

I couldn't warn Bull without giving myself away. Besides, knowing he was a ladies' man, I figured that the fat-faced hogger could take care of himself. So I backed quietly off into the shadows to watch the fireworks. Sutlow's hound bayed in a full deep voice that echoed through the forest and set owls hooting for miles around. Then I saw Bull dash across the clearing toward camp and heard the roar of a shotgun.

For the next few days, Bull Johnston had the painful and embarrassing job of picking lead pellets out of his fat behind. Even so, he was lucky. More than one lover boy has been killed by a shotgun. I didn't stick around very long after that. Come payday, I pulled the pin on the Deer Park Line, not to return to that vicinity until long after the blonde Cynthia was married, the ferry train had ceased to run, and the country was civilized. ●

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These activate and control the living processes which turn the hair foods into hair. For details, see our free bulletin "Reports from the Technical Journals."*

Cy-B-7 Capsules for Hair contain both kinds: in fact they have almost the entire list of the most important hair-builders known today. (The sex hormones are not included, as they are unsafe for general use.)

Research scientists have shown that these substances can stimulate the growth of hair even when used separately.* Combined in the new improved Cy-B-7 formula, they have benefited thousands of hair-loss people — some slightly, some markedly, some really spectacularly.

Users of this natural method of hair improvement, BOTH MEN AND WOMEN, have reported one or more of these benefits, generally within one to three months:

(1) New hair on bald or thin areas.

(2) Faster growth of hair.

(3) More "life" (slight coarsening) in hair that had become too fine.

(4) Prompt reduction of falling hair.

(5) Increased waviness for those who already had some tendency toward a wave.

(6) Feeling of well-being, livelier health and energy.

Cy-B-7 capsules are for the correction of common, hereditary hair-loss.

NO TROUBLESOME, TIME-CONSUMING ROUTINE — NO EXPENSIVE OFFICE CALLS

Your own family need not know the special potency of your vitamin-plus capsules, unless You tell them.

STOP THAT BALDING TREND NOW BEFORE IT GETS MORE SERIOUS!

BASIC REMEDIES INC., DEPT. TA-1

283 E. Main St., Monmouth, Oregon

Rush new Cy-B-7 Capsules for Hair to me immediately, under your full year guarantee of satisfaction as advertised. All merchandise to be shipped in plain wrapper.

My Name .....

Street .....

City ..... State .....

☐ Enclosed find $5.85 for 110 new-formula Cy-B-7 Capsules for the Hair—nearly 4 months supply at the regular 1-a-day rate. No charge for postage.

☐ Enclosed find $10 for 220 capsules (4½c per day). This economy bottle saves you 14% and extends the no-risk period of treatment to 220 days—over seven months!—when capsules are taken at the regular 1-a-day rate. You get this long, convincing test period entirely at our expense if you are not completely satisfied under our comprehensive guarantee. Postpaid.

Guarantee: Although we cannot promise a greater hair growth to every user of Cy-B-7, we do guarantee that if for any reason you are not fully satisfied with your very first bottle full, you may, within one year of purchase, return the empty bottle and we will promptly refund your money. We have great confidence in our product.

☐ Enclosed find $1.00—send C.O.D. I will pay postman $4.85 plus postal charges. (No foreign C.O.D. as U.S. Post Office is not allowed to handle them. Full payment to be enclosed with foreign orders.)

☐ Send **free** booklet on care of hair, advice on * which vitamins to avoid, and "Reports from the Technical Journals" (exact page references from Physiological Review, Science, Journal of Biological Chemistry and others).

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1 *One of the 227 camping coaches which the British Railways rent to vacationists and park at scenic spots was pictured in Easley's "Along the Iron Pike" (Oct. issue). Was this practice ever adopted in the United States?*

Yes. Many years ago Raymond Whitcomb operated what he called "land cruisers." He fixed up special Pullmans with hotel accommodations, including shower baths and equipment for showing movies. These tours were costly but at first their novelty attracted plenty of customers. Later, the volume dropped too low to justify the special arrangements that had to be made for parking the sleepers and providing sanitary facilities, and so the experiment ended.

American rail officials tell me that they do not offer this kind of service today because they lack suitable coaches or sleepers and appropriate space for parking them. Furthermore, they say, it would not pay them to compete with the hotels, motels, and camps already located along their rights-of-way.

A variation of Whitcomb's old idea survives in the package tours offered today by various American railroads.

2 *I vaguely recall seeing a railroad plaque years ago at the United Church of Stonington, Conn. What was it?*

According to Harry F. Thomas, retired New Haven towerman, who used to live at Stonington, the plaque was placed there in 1937 to observe the 100th anniversary of Connecticut's first railroad, the New York & Stonington, which was merged into the New York, Providence & Boston and finally into the New Haven system. The old railroad crossed the church land.

3 *How fast can air brakes be applied to a modern freight train?*

Emergency braking in the present-day AB equipment can be applied at the rate of 930 feet per second. In other words, you can set brakes throughout the length of a mile-long train in less than six seconds.

4 *What was the largest single order of narrow-gage motive power?*

Back in January, 1881, the Denver & Rio Grande signed a million-dollar contract with Baldwin Locomotive Works for 144 new engines. Prior to that date, no other American railroad had ever ordered that many locomotives, either narrow or standard gage, at one time.

5 *Give me a list of all narrow-gage railroads still operating in U.S.A.*

Which of These Success Stories Will Come True for YOU?

"Can A Man My Age Become a Hotel Executive?"

"Yes," says F. E. Elmendorf, Who Became Assistant Manager Though Without Hotel Experience

"If Lewis hadn't started me on an interesting hotel career, I would still be in a job where I felt like a 'square peg in a round hole.' Although I haven't yet completed my Lewis Training, I have been appointed Assistant Manager of a fine hotel."

"How I Stepped Into A Big Pay Hotel Job"

Mrs. J. Edna Kuechle, Inexperienced In Hotel Work, Wins Success As Hostess

"After graduating from Lewis, their Placement Bureau placed me as Social Hostess at this beautiful and charming summer hotel. During the winter season, I am at a lovely hotel in Florida. I love changing work with the seasons. Lewis Training opened up a new life for me."

Can You Succeed as a Motel Executive?

E. H. Buck Becomes Motel Manager Though Without Previous Hotel Experience

"What a difference between driving a truck and being Manager of a beautiful motel. My family and I live in luxury and I earn a substantial salary, too. We will always be thankful for the Lewis Hotel Training School because it lets people like us enjoy the better things in life."

Want to Retire?

Here's an exciting new "second career"! With living costs making it almost impossible to retire on a small pension or income, many mature people and retired service personnel have turned to Lewis Training as a tested and proved shortcut to EXTRA INCOME. Step into a well-paid position in Florida, California — anyplace where life is easier.

You Can Step Into a Well-Paid Hotel-Motel Position Certified to "Make Good"

Lewis Training qualifies you quickly at home in leisure time or through resident classes in Washington for well-paid ever-increasing opportunities in hotels, motels, city and country clubs, institutions, apartment house projects. Thousands of Lewis graduates from 20 to past 50 are "making good" as managers, assistant managers, stewards, executive housekeepers, hostesses, and in 55 other types of important positions. A happy, ever-growing future awaits you in this business where previous experience has proved unnecessary and you are not dropped because you are over 40.

FREE BOOK GIVES FASCINATING FACTS—Our FREE Book, "Your Golden Opportunity," explains how easily you can qualify for a well-paid position. It tells how you are registered FREE in the Lewis Nationwide Placement Service; how you can be a Lewis Certified Employee—certified to "make good" when you are placed in a position! MAIL THE COUPON NOW. Lewis Hotel Training School, Room HA-119-72, Washington 7, D. C.

Course Approved for All Veteran Training

An Accredited School of NHSC

LEWIS HOTEL TRAINING SCHOOL
Room HA-119-72, Washington 7, D. C.

46th SUCCESSFUL YEAR

Send me, without obligation, your Free Book. I want to know how to qualify for a well-paid position.

☐ Home Study ☐ Resident Training

Please check: ☐ Hotel ☐ Motel ☐ Club ☐ Restaurant ☐ Institution

Name .....
(Print Name and Address)

Address .....

City ..... Zone ..... State .....

Says Bob Richardson, owner of the Colorado Railroad Museum at Golden: "The East Broad Top in Pennsylvania and the Rio Grande's Silverton and Alamosa-Farmington lines in Colorado are alive. So is the White Pass & Yukon, part of which serves Alaska, and some tourist and amusement-park lines. Also a little n.g. trackage at steel mills, tie-treating plants, a few other industries, and that is about all. No list is available of the minor industrial n.g. operations.

"The last n.g. logging road, West Side Lumber Co. of California (featured in June '59 *Railroad Magazine*) shut down for 1961, maybe forever."

Anyone wishing to keep posted on n.g. lore can get a free subscription to the illustrated *Iron Horse News* merely by sending six stamped, self-addressed envelopes (4x9½") to Box 641, Golden, Colo., for the next six issues.

6 *Did the old New York & New England ever serve Keene, N.H.?*

No. It never ran north of Boston.

7 *Where did the Lackawanna have engine-houses in the Steam Age?*

Hoboken, Secaucus, Dover, Port Morris, N.J.; at Bangor, Gravel Place, Scranton, Hampton, and Kingston, Pa., and at Ithaca, East Binghamton, Groveland, Elmira, East Buffalo, Syracuse, Oswego, Cortland, and Utica, N.Y.

8 *How do the new electronic hotbox detectors operate?*

A sensitive trackside detector picks up infra-red rays from overheated axles of freight cars speeding by. It flashes signals ahead and marks its findings on paper tape. When it spots a hotbox it automatically flags the train.

Ernest A. Smith

9 *I think that E. A. Smith is the best author you've had since "Haywire Mac" died years ago. Is he called "Frog" because he is French?*

No. Smith is a retired American engineer, a boomer who spent most of his time on logging roads in Florida and Georgia. He acquired his nickname as a youth by catching and selling frogs. Present address: 219 Hubbard Street, Fort Myers, Fla. Unlike most of *Railroad Magazine's* writers, he has never visited our office. "Frog" is also a newspaper columnist and a local historian. This portrait of him appears in the book *Florida Pioneer History*, published in 1959.

INVEST NOW!

2½ ACRES in TWIN RIVER RANCHOS in NEVADA

$10.00 DOWN
$10.00 MONTHLY
FULL PRICE $495

THE BOOM THAT HAD TO COME IS NOW ON IN NEVADA. Ground floor buyers are reaping fortunes from small initial investments. A factual example of skyrocketing values is Las Vegas, Nevada. Land in Las Vegas that originally sold for $200.00 an acre now sells for $20,000.00 an acre, a profit of 1000%! Buyers who took advantage of low opening prices have become wealthy. The ground floor opportunity of Las Vegas is gone, BUT ANOTHER AREA OF PROPEROUS NEVADA IS NOW BEING RELEASED FOR PUBLIC SALE!

This area has such a tremendous growth potential, such a fantastic unlimited future, that wise investors have purchased large acreage. Bing Crosby's ranch was one of the largest ranches in the county. James Stewart is Honorary Sheriff. Yes, the smart experienced investors have sensed the future and are buying TWIN RIVER RANCHOS in Elko County, Nevada.

TWIN RIVER RANCHOS has all of the factors needed to boom . . . to prosper . . . to skyrocket its land values. Located on the level, fertile lands of Rich Elko Valley, The Ranchos have the backdrop of the statuesque Ruby Mountains. The sparkling Humboldt River, with its swimming and fishing, actually forms one of the Ranchos' boundaries, and is a valuable asset of the property. Every Rancho fronts on a graded road. The City of Elko, with its long established schools, churches and medical facilities is a friendly neighbor only 12 miles away!

FAMILY RECREATION

HUNTING: The hunting of your life. Big game species Mule Deer, are abundant. Duck, Quail and Geese are plentiful.

FISHING: A fisherman's paradise. Huge Rainbows, Brook Trout and German Browns abound in Alpine-like lakes and mountain-fed bottom streams.

FOR THE FAMILY: Riding, swimming and all sports. Camping and picnicking sites of unbelievable scenic grandeur.

INSURE YOUR PROFITABLE TOMORROW

Yes, wise investors are buying in TWIN RIVER RANCHOS. America's largest corporations who buy in advance of population explosion are also investing in Nevada. Anaconda Copper has just completed a $32,000,000 plant. North American Aviation, Curtiss-Wright and Kaiser Steel have secured building sites. U.S. Census Bureau Fact: Nevada is the Nation's fastest growing state—8 year population increase, 70%, highest in U.S.A.

TAX RELIEF: No State Income, Gift or Inheritance Tax. The low Real Property Tax is actually limited by the State Constitution.

THE TOTAL COSTS

The full price of the title to your 2½ acre Rancho is only $495.00. Total payment schedule is $10.00 down, and $10.00 per month, including 6% interest. You are not required to do anything to your land. You can live or vacation on it, or simply watch its value grow, then sell all or part of it for a profit. Your profitable tomorrow is here TODAY in TWIN RIVER RANCHOS.

NOW! DON'T MISS THIS OUTSTANDING OPPORTUNITY

TWIN RIVER RANCHOS Dept. 877
27 Water Street • Henderson, Nevada

MAIL COUPON TODAY

Yes!—Reserve acreage at TWIN RIVER RANCHOS for me—$495 for each 2½ acre parcel—payable $10 down and $10 a month including 6% interest. No other charges. Send purchase contract and map showing exact location of my holding. You will return my $10 deposit if I request same within 30 days. I enclose $10 deposit for each 2½ acre Rancho desired.

SIZE ACRES	DOWN	PER MO.
2½	$10	$10
5	20	20
7½	30	30
10	40	40

Name:_____

Address_____

City:_____ Zone:_____ State:_____

Indicate No. of Ranchos____ Total enclosed $____

10 *Define "thermos bottle" engine.*

You probably mean steam storage locomotive, sometimes called a "fireless cooker." This is a steam engine of conventional design except for the boiler, which has no firebox. Steam from an outside source is stored in the boiler and, when needed, is admitted to the cylinders at a reduced pressure. This type is, or was, used in areas where sparks could cause a serious fire.

11 *What is the story behind two old trackside graves on the Katy at MP 19-4 east of Red Rock, Texas?*

An extra gang working in that vicinity in about 1917 had its outfit car parked on the Red Rock house track. A Mexican laborer on his way to get groceries for the cook passed a saloon. There a bully deliberately picked a fight with him and shot him dead. The man was buried where he fell. The other grave is that of a hobo killed in a train wreck soon after the line had been built through Red Rock. Our information came from Boyce Horrell, Box 25, Smithville, Texas.

12 *In which periodicals do railroads advertise when they wish to sell their locomotives to other roads?*

Says Walter A. Lucas, former managing editor of the *Locomotive Cyclopedia*: "I don't recall ever seeing such advertisements, but *Railway Age* occasionally runs ads from second-hand dealers wishing to dispose of locomotives. Usually, the railroads sell their old but still-serviceable engines by the 'grapevine' route. Most superintendents of motive power know one another, as do the purchasing agents, and when they want to buy or sell they write to their acquaintances."

Elliott Kahn, Flushing, N.Y., recalls seeing a few such ads in *Railway Age, Modern Railroads,* and the British *Railway Locomotive & Car.*

13 *(a) Do you know anything about Cumming passenger cars of the 1870's? I also want information on the (b) Taunton and (c) McKay locomotive works.*

(a) No, except that they were built by Cumming & James Car Works, of Jersey City in a big plant bounded by Washington, Steuben, Greene, and Wayne streets. Maybe some reader will tell us about C&J cars.

(b) Taunton Manufacturing Co. was established in 1847 at Taunton, Mass., by W. W. Fairbanks and associates. They built many well-proportioned engines, mostly 4-4-0's, ceasing in 1889.

(c) McKay & Aldus was originally a shipbuilding concern at East Boston, Mass., headed by Donald McKay, designer of famous clipper ships. In 1864, as the "windjammer" era waned, they began to turn out locomotives and kept it up till 1868. Then Nathaniel McKay, a young member of the firm, bought the former Jersey City Iron & Locomotive Works, renamed it McKay Iron & Locomotive Works, and built iron horses until the nation-wide panic of 1873 forced him to quit.

14 *Was the Adriatic (2-6-4) wheel arrangement widely used in U.S.A.?*

No, but the Reading did rather well with some 2-6-4T's in Philadelphia commuter service. Baldwin built them in 1903-'04; all were scrapped 1930-'36.

15 *Could you print the words of an old poem entitled "No Train Today"?*

Yes, indeed, but we do not know the name of the author.

How fleet the years and full, since from this place
I stood and marveled while a section gang
Laid rail to shining rail with song and shout,
And steel across the startled meadow sprang.

From that day forth I idolized afar,
And though the road's affairs were none of mine,
As boy and man I thrilled to see it grow
From just a siding to a thriving line.

"EARNED OVER $2,000.00 IN TEN WEEKS"

INVESTIGATE ACCIDENTS. We train you. Then we assist you to step into an excellent position — or to develop your *own lifetime business.*

A. J. Allen earned over $2,000 in ten weeks. Gary Williams doubled his former salary. Jessie Hill says "Had I not learned of Universal Schools' Accident Investigator Course I would still be just another time card puncher; but today I have a wonderful position, and I receive $3.00 an hour plus an expense allowance."

RIGHT NOW the Accident Investigation and Adjusting Field offers you a tremendous future. Here's why: *This vital business distributes more money than any other service industry.* Last year alone over 200 MILLION ACCIDENTS had to be investigated for Insurance Companies, Airlines, Railroads, Steamship Lines, and Government Offices — and the need for trained men is booming!

You can investigate full time for one company — or earn $3 to $10 an hour in *your own business.* No prior experience or higher education needed. And age is no barrier. Here is a field wide open to men 18 to 60.

NOW! *FREE* Book Gives You All the Facts

Send TODAY for new, illustrated Book mailed FREE. Learn how you can prepare at home in just a few weeks for excellent full time or **spare time** income. See for yourself how others have doubled and even tripled their earnings. Let us show you how Universal Schools has trained hundreds of men in their own homes spare time — and then helped them add thousands of dollars to their incomes. Absolutely no obligation on your part. No salesman will call. Write at once to me, M. O. Wilson, Universal Schools, 6801 Hillcrest Ave., Dallas 5, Texas.

Mr. M. O. Wilson, Dept. AM-1
Universal Schools, 6801 Hillcrest Ave.,
Dallas 5, Texas
Send me free book on Big Money in Accident Investigating & Adjusting Field. No salesman will call.

Name.....Age.....

Address.....

City.....Zone.....State.....

And when in time the tide of fortune turned,
And failure hovered darkly at its door
It was though a lifelong friend had passed,
When word went 'round the old gage was no more.

Now dimming rails reach wanly through the night,
A brooding silence haunts the right-of-way,
And here and there along its weed-grown length
The rotting ties sag wretchedly astray.

An owl flaps grumbling from a water tank,
The marshland pipes a melancholy tune,
And down the tracks a wind-stirred semaphore
Levels a palsied figure at the moon.

16 *A brief history, please, of the New York & Long Branch Railroad.*

In 1868 the Jersey Central incorporated the NY&LB to build south from Perth Amboy, N.J., with the ultimate idea of linking New York by rail to Long Branch, N.J., a popular beach resort. A year later Jersey Central formed a dummy corporation, the Perth Amboy & Elizabeth, to connect the NY&LB with its own important main line at Elizabethport.

Then the Pennsy got into the act, competing for seashore traffic by building a branch from Rahway to Woodbridge, N.J., but it could not stop the NY&LB from spanning the Raritan River with two drawbridges in 1875. Six years later the shortline reached its present terminus at Bay Head Jct. and connected with a (since-abandoned) Pennsy branch from Tom's River, N.J.

In 1882, by threatening to build south from Woodbridge Jct., the Pennsylvania forced the Jersey Central to make the NY&LB a separate company and give equal rights to Pennsy trains.

Meanwhile, in 1879, CNJ took over another line in that area, the New Jersey Southern, and began running trains between New York and South Jersey. Also, for a few years beginning in 1892, the Lehigh Valley operated over the NY&LB from Perth Amboy.

In 1930, Pennsy acquired half interest in NY&LB, handling the little road's finance while CNJ supervised all of its other departments. This setup is still in effect. Today the doubletracked NY&LB runs 39.45 miles between Perth Amboy and Bay Head Jct. Its chief traffic is commuters but it still does a big beachcomber business each summer. NY&LB owns no rolling stock. Trains over it are wheeled by Pennsy and CNJ diesels and Pennsy GG-1 electrics.

The last line-haul operation of steam on a Class 1 road in the New York area was the final run of a Pennsy K4 over the NY&LB on November 4, 1957.

Big 3 Bargain Sale

$12.95 $4.95

REGULATION POLICE HANDCUFFS
With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. $4.95. Deluxe Leather Cuff Case: $2.75.

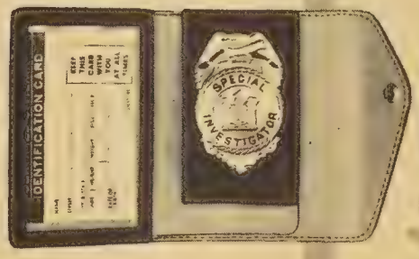
$9.95 $13.95

HOME MOVIE VIEWER
SPECIAL INTRODUCTORY OFFER.
Beautiful precision made home movie viewer which takes any 8MM roll of film up to 50 feet. FREE with each viewer, 2 reels of special girlie action movies. $9.95

$5.95 $2.95

LITTLE ATOM PISTOL
Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, $2.95. Extra blanks 50c per capsule.

$4.95 $2.98



IDENTIFICATION BADGE CASE
Made of heavy black leather. Used by law-enforcement agencies throughout the world. Holds both badge and Identification cards. 4½" long and 3" wide when closed.
Badge and I.D. Card extra. Badge case only $2.98. I.D. Cards 25c each.

$4.95 $2.49

INTRUDER ALARM
Fits every door or window No wiring or installation. Sets off loud siren! Can hear for blocks. Works on standard flashlight battery (not included). Also fits pocket or purse. A real bargain at $2.49.

WOLF-PACK PLAYING CARDS
Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only $1.95. Also Stag Deck $2.95.

Imported Italian WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed. 5 9/16" open, $4.70; 7 1/16", $4.95; 11", $7.50; 13 1/4", $12.95

$3.95 $1.98

OFFICIAL SPREAD EAGLE BADGES
Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: $1.98. Miniature: $1.25.
SPECIAL OFFER: FREE! Authentic Badge Carrying Case FREE with each badge.

Not sold to Calif. or N. Y. res.

$12.95 $5.95

22 Cal. Blank Cart.
6 Shot Revolver
No Permit Required

"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 6 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long, ideal for stage, sporting events, boating, protection. Revolver $5.95, deluxe leather holster $2.25.

ORDER BLANK

BIG THREE ENT. INC.
Dept. AG162, 1109 Sixth Ave.
New York 36, N.Y.

Enclosed is check, cash or M.O. for $ _____ Enclosed
Please send me items checked.
A Handcuffs; B Movie Viewer C Little Atom Pistol; D I.D. Badge Case; E Intruder Alarm; F Wolf-Pack Cards; G Stiletto, _____ size; H Badge (_____); J Revolver.
specify type)
Satisfaction Guaranteed. Send cash, check or M.O. and save C.O.D. charges. $1.00 deposit with C.O.D. orders.

Address _____
City & Zone _____ State _____
Name _____

Running Extra

Wanted by David Wendt of Indianapolis, Ind., words of poem entitled "The Brownhoist Ballast Cleaner."

Jim Vacloa, Grimsby, Ont., Canada, asks how many railroads his country had at the peak of the Steam Age, how many railroads Canada has today, which ones, and the mileage of each.

Our October issue carried the statement that you can no longer take action shots of Union Pacific 4000's. "True," says Don Clark, 140 E. Kelly St., Augusta, Kan., "but you can snap one in the North Platte, Neb., roundhouse and perhaps another at East Ely, Neb. Both are kept on stand-by service."

Commenting on item 13, Oct. issue, E. L. Thompson, 11313 Rokeby Ave., Garrett Park, Md., writes: "You mention a Connellsville Division, which in a true sense B&O has not had since the Depression. The Cumberland Division's west end has several grades exceeding 2.05 percent. In one place, Salt Lick curve, ascending Cranberry grade just before Terra Alta, reaches 2.67 percent. Both 17-Mile and Cranberry have ruling grades of 2.2 percent. When the U.S. Government chartered transcontinental railroads it stipulated that no grade be steeper than 116 feet to the mile because it had found that B&O had the maximum practical grades for mainline operation."

Narrow-gage meet, National Railways of Mexico: engines 268 and 284, both Baldwin 2-8-0's, on Mexico City-Puebla run.
(c) F. H. Worsfold, BM/5678, SPL 620 (5302 Shepard Sta., Columbus 19, Ohio)

IF YOU WANT *REAL OPPORTUNITY*

Get Into . . .

The HIGH PAY—PRESTIGE Field of

TECHNICAL WRITING

HERE'S WHAT YOU GET . . .
- 50 Meaty Lessons
- Over 110 pages on Electronics
- Covers ALL Military Specifications
- Real, practical writing projects
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- AND MUCH, MUCH MORE . . .

TECHNICAL WRITERS NEEDED NOW—ATWS will train you at home at low cost for a profitable career in TECHNICAL WRITING. Thousands needed in all areas. Get in on the ground floor of this fascinating new field. ATWS offers training specifically designed for the needs of industry. Course includes everything you need to become a top-notch Tech Writer.

YOU ARE JUST A STEP AWAY FROM TOP PAY—The simple act of returning the coupon below puts you just a step from the BIG MONEY. Technical Writing is one of the highest paying fields NOT requiring college training. It's tailor-made for YOU—but you must ACT NOW.

THIS COUPON CAN BE YOUR PASSPORT TO SUCCESS
Fill in your name and address and rush coupon for full information. We will prove to you that we can train you without interfering with your present income or job.

TRAINING AMBITIOUS MEN FOR INDUSTRY

American Technical Writing Schools, Inc.
5504 Hollywood Blvd.
Hollywood 28, Calif.

CAREER BOOK AND SAMPLE LESSON

American Technical Writing Schools, Inc. Dept. AMG-12
5504 Hollywood Blvd., Hollywood 28, Calif.

Please RUSH full particulars.

Name_____ Age_____

Street_____

City_____ Zone_____ State_____

BOTH FREE

NO SALESMAN WILL CALL ON YOU

This note on the same item comes from N. Kent Loudon: "The B&O's last regular mixed train ran between Buckhannon and Pickens but was discontinued in '59. I rode it once. The conductor obligingly stopped while I got off to take a picture of a 'hanging rock'."

Item 7, same issue, evokes this from Richard Ross, 3507 Randolph Rd., Cleveland, O.: "You overlooked the Burlington's branch between Hill City and Key City, S.D., near the Mt. Rushmore Memorial. It is dual-gaged from Hill City to Oblivion, five miles."

This reply to a query in our October issue comes from David Roos, Box 325, Ajo, Ariz.: "The St. Louis & Iron Mountain was originally built from St. Louis to Iron Mountain, Mo., 85 miles. Its successor, the St. Louis, Iron Mountain & Southern, operated in Kan., Okla., Mo., Ark., La., and Tenn. The main line ran from St. Louis to Texarkana and to Baton Rouge. Its principal branches were operated from St. Louis to Memphis, a 'middle route' between St. Louis (or from Memphis) terminating at Lake Charles, and from Coffeville, Kan., to Waring Cross, Ark. After 1900 the system was actively operated with the Missouri Pacific but retained its identity until 1911."

Information on the Barnwell & Searchlight Railroad is sought by Jack Hoxie, 220 W. 2nd St., Reno, Nevada.

Modifications in our list of Lackawanna named locomotives (Oct. issue) come from W. R. Osborne, 1019 SE. 12th Ave., Deerfield Beach, Fla., who writes: "The names shown were not those used at any one given date. Besides, in addition to the Morris & Essex, the following roads leased by the Lackawanna also had engines with names as well as numbers: the Cayuga & Susquehanna, the Lackawanna & Bloomsburg, the Newark & Bloomfield, the Oswego & Syracuse, the Sussex, the Utica, Chenango & Susquehanna Valley, and the Syracuse, Binghamton & New York.

"No Lackawanna (Buffalo Division) locomotive was named, neither was the lone engine on the Syracuse & Baldwinsville. After the renumbering of May 15, 1899, the Lackawanna acquired the Bangor & Portland and the Erie & Central New York, both with named engines. Those engines lost their names when the big road took them over, after all previous Lackawanna locomotives had lost their names.

"Some name changes, renamings, and duplication of names can be explained by roster changes, rebuilding, the retirement of an official or a director, or the renaming of power for Civil War generals. In at least two instances, engines were rechristened to eradicate the bad memory of disgraced officials.

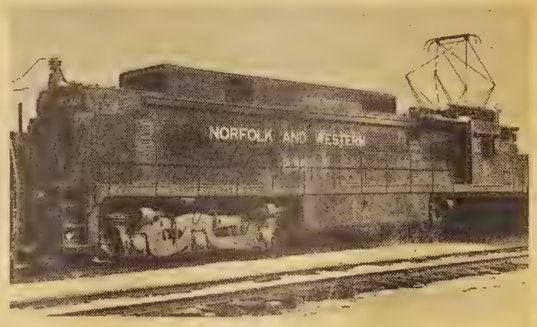
"Many locomotives had complicated histories. For example, first No. 7 on the Scranton Division was a 4-6-0 type built for the RK&G in 1852 and named the *Genesee*. In 1870 she went to the C&S as No. 7, was renumbered 390 in 1899, and finally was scrapped in 1901.

"Meanwhile, in 1871 the Lackawanna had acquired its second No. 7, also a Ten-wheeler, from the Ohio & Mississippi. Named successively *Nanticoke, Ira Tripp,* and *W. E. Dodge,* she was eventually replaced by a third No. 7, a nameless baby built at the Scranton Shops in 1898. Your list shows only '7—*Wm. E. Dodge.*'

"In other cases also you list merely the first, second, or third engine of a given number. And you have four misspellings, for which the right names are: 23, *Kittatinny;* 25, *Lawrence Turnure;* 27, *Mehoopany,* and first 64 and first 77, *Wiehauken.* I have a list of all Lackawanna named engines, with dates built and dates they were scrapped."

Thanks, Mr. Osborne. Anyone who has highly specialized and dependable data on any phase of railroad lore would do a real favor by offering to supply facts, on request, in his field. ●

Bob Clarkson, 317 Park Lane Dr., Venice, Fla.
Ignitron rectifier electric engine at Roanoke, Va. (See roster, page 58.)



AN UNBIASED REVIEW, ANALYSES AND JUDGMENT OF:

In the recent case of LADY CHATTERLEY'S LOVER, Federal Judge Frederick van Pelt Bryan said: "Plainly "Lady Chatterley's Lover" is offensive to the Postmaster General, and I respect his personal views. As a matter of personal opinion I disagree with him for I do not personally find the book offensive."

BANNED BOOKS

Many works never publicly offered in this country.

Indexed with bibliography

"INTO WHOSE HANDS"

by George Ryley Scott,
Introduction by Dr. Albert Ellis
Hardbound $6.00; Softbound $5.00—Postpaid

This first unexpurgated American edition of INTO WHOSE HANDS, containing 100,000 words, is a revealing word-picture of the most complete and graphic study of obscenity in literature! Following are excerpts of some of the reviews in this book:

KAMA SUTRA
by Vatsyayana; The Anunga Runga, and The Perfumed Garden. All deal with the art of love, with aphrodisiacs, with the various postures in the coital act, etc.

JUSTINE
The characters which appear in this long novel include murderers, Satanists, pederasts, vampires and tribades; orgies and tortures are featured profusely, etc.

FANNY HILL
There is the notorious flagellation orgy, occupying half a dozen pages of text; there is the extraordinarily vivid description of overt homosexual vice, etc.

FRANK HARRIS'S AUTOBIOGRAPHY
It deals largely with Harris's adolescence and with his early life in the United States. Descriptions of youthful sex incidents, etc.

BESSIE COTTER
Bessie Cotter earns her living in a two-dollar sporting house, and her story, with a degree of realism, pathos and humor, depicts life in such an establishment, etc.

JULIETTE
In the underground vaults of the convent of Panthemont, the Abbe Ducroz, Father Teleme, and the Abbess introduce the girls to homosexual vice, etc.

THE DIARY OF A DRUG FIEND—The story with the lives of Sir Peter Pendragon and Lady Lou Pendragon while under the influence of cocain and heroin, etc.

THE CONFESSIONAL UNMASKED—Showing the depravity of the priesthood and immorality of the Confessional, being the questions put to Females in Confession, etc.

FROM THE AUTHOR'S FOREWORD

Literature occupies a very inferior position in the list of aphrodisiacs. There are many far more potent influences on sexual libido! Dancing exerts a powerful aphrodisiac effect; so does alcohol; so does woman's dress; so does perfume. Yet no one suggests the prohibition or suppression of any of these aphrodisiacs on the ground of its "corrupting influence" or its power of inciting sexual passion.

What is the use of consorship which suppresses SLEEVELESS ERRAND and TO BEG I AM ASHAMED while the works of RABELAIS and the 23rd chapter of THE BOOK OF EZEKIEL are available to every schoolboy?

There is something ridiculous in the fact that as a result of ignorance, religious prejudice and ashamedness, the discussion of sex is singled out for censorship. Sex is not evil. On the other hand murder can be openly and freely discussed and even, by implication, eulogized.

Actually censorship is propaganda for pornography. Just as the law against abortion has created the professional abortionist, who would be put out of business by its abolition, so the obscenity law has created and stimulated the market for pornography.

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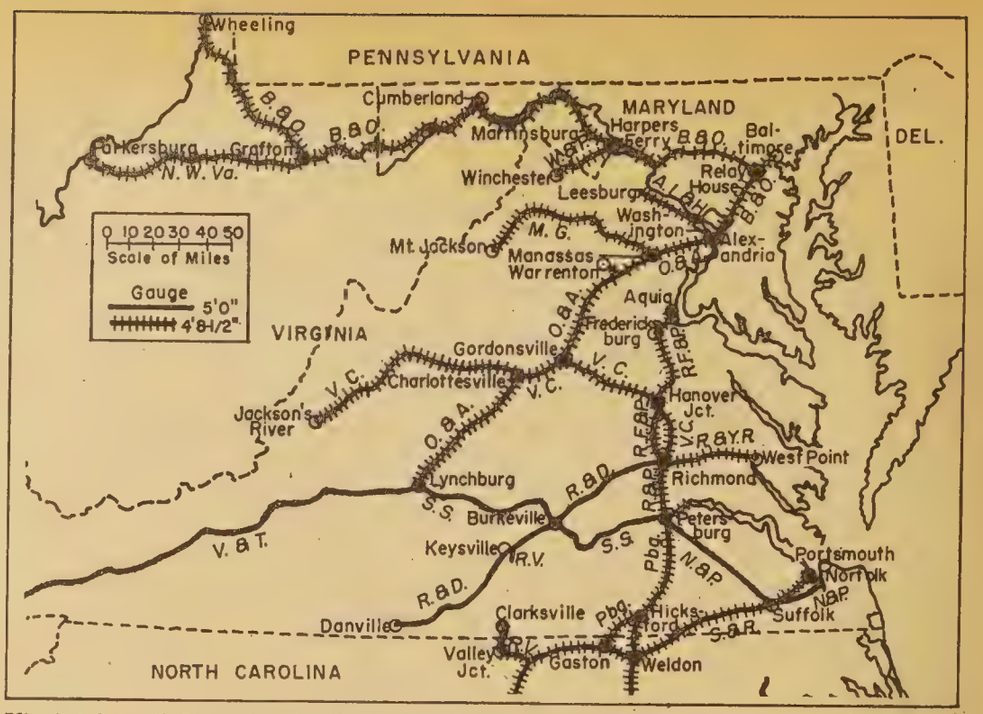

Virginia's rail lines in April, 1861. The book *Virginia Railroads in the Civil War*, from which this map was taken, identifies each road by its full name.

BOOKS of the RAILS

VIRGINIA RAILROADS IN THE CIVIL WAR, by Angus James Johnston II, 336 pages, text matter plus photos, maps, tabulations, 53 pages of supplemental notes, bibliography, and index; The University of North Carolina Press, Chapel Hill, N. C., $6.

This book came out in the 100th anniversary of the Civil War. That is unfortunate. It deserves a better fate. The public has been deluged with so many countless tons of printed paper dealing with the conflict between the blue and gray that the saturation point must have been reached several months ago. The overall situation tends to bog down, unfairly, *Virginia Railroads in the Civil War*, which is really in a class by itself. Johnston's clear-thinking analysis should have been published before the dam broke. No book that has ever come to our attention presents more persuasively the vital role played by the railroads from 1861 to '65. The author says:

> At the beginning of the war, the (Confederate) government deprived the railroads (in Dixie land) of the ability to recover from wartime losses by pre-empting all foundries and iron manufactories for military purposes. Thereafter, the South was obliged to compound its difficulties by tearing up minor roads to obtain materials to repair the main trunk lines. This self-imposed policy of attrition, by reducing the area from which the Southern armies drew their supplies, led straight to military disaster.

According to Johnston, "not a single new rail was rolled in the Confederacy during its entire existence" and military lines of communication suffered also because the railways had two gages.

> Still less excusable was the fact that local jealousies prevented, even under stress of war, the laying of track to connect railways serving the same city. This inefficiency had endured too long for drayage companies and innkeepers to forego their prerogative of inflicting their services upon the hapless traveler and shipper.

The Confederate-owned railways of Virginia had a total of about 180 engines, all woodburners, when war broke out but alarming fuel shortages soon developed.

> The cause was two-fold. First, there was a scarcity of laborers to do the necessary cutting and hauling. Secondly, many rustics suddenly discovered that it was less arduous to appropriate railroad wood than to cut their own. This pilfering soon reached such serious proportions that transportation on some lines was in imminent danger of coming to a halt. In 1862, for example, the Virginia & Tennessee reported a shortage of 2,718 cords out of a total of 11,995.

The North also had transportation problems but "did not leave the operation of vital industries such as railroads to chance." Secretary of War Stanton saw to it that the roads which served the Union were given a good break. As a result, those roads emerged from the war much stronger than they had been at the start. So says Mr. Johnston, historian and teacher, in a book packed with lively and entertaining details.

THE VIRGINIAN RAILWAY, by H. Reid, 208 pages (8¼"x11"), with full-color painting by Richard Ward, alltime motive power rosters, chronology 1898-1959, and colored map 21½"x11", indexed, Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee 3, Wis., $10.

The merger which blanked out a great name in railroad history has had at least one good result: it prompted Mr. Reid of Norfolk to write this big new book and garnish it with numerous and various photographs, maps, reproductions of train orders, timetables, and so on.

We can't think of anyone better qualified to do such a job. Reid was born and raised near the Virginian Ry. and ever since he started to toddle around in diapers has been watching that pike and the Norfolk & Western (which swallowed it up in 1959) intently and with loving care, and for

more than ten years has been writing about the rail lines of his state in newspapers and magazines, including our own, besides rambling around to make snapshots and collect railroadiana.

What we like most about the book is not its corporate history, which is ably written, nor its rosters nor even its impressive picture gallery but its generous use of well-developed anecdotes that turn a reference work into delightful reading matter.

THE LONG SUMMER OF GEORGE ADAMS, by Weldon Hill (pen name), 468 pages, David McKay Company, Inc., 119 W. 40th Street, New York City, $5.95.

One of the very few present-day novels with an authentic railroad background. The main character, George Adams, is a steam locomotive watchman on a road that is fast being dieselized. The author writes:

> Growing up in this railroad town, he had fallen in love with the big, dirty, smoke-belching, clanking steam locomotives, and as a child he had lain in bed on many a winter night listening to a lonesome train whistle far across the cold land, and had shivered with pleasure and a kind of sleepy excitement; he'd snuggle down under the quilts and picture the fire-bellied monster rocketing through the dark with the engineer sitting up there on his throne on the side of the cab with the firebox throwing ruddy light on the canvas storm curtain, his gauntleted left hand on the throttle, steady eyes squinting along the white tunnel cored out of the night by the headlight, his right hand delicately coaxing wild, mournful music from the whistle cord above his head.

If such material filled the entire 468 pages or most of them, we would say that here at last is the great American railroad novel we have long been waiting for. But it doesn't. Like most adults, George Adams is more preoccupied with sex than with locomotives, steam or diesel, which may explain why the author hides his own identity behind a pen name. Even so, *The Long Summer of George Adams* is very much alive. It is the story of a small railroad town: poignant, stark, and utterly convincing.

THE ARGENTINE CENTRAL (64 pages, $2.50); THE LARAMIE PLAINS LINE (94 pages plus map 30x8¾", $2.50), and the GILPIN TRAM (64 pages plus map 11x8¾", $2); all separate books by Frank R. Hollenback, illustrated with rare old photos, maps, and diagrams, all identically paperbound, fine coated paper, 6x9", published by Alan Swallow under the trade name of Sage Books, 2679 S. York St., Denver 10, Colorado.

Aside from their format, these three books have one thing in common: all three are rich storehouses of oldtime Colorado rail lore. The Argentine Central was a narrow-gage dating from 1905 to 1920. The Laramie Plains Line, running between Laramie, Wyo., and Coalmont, Colo., operated under several names from 1901 to 1951. The two-foot-gage Gilpin Tram was both "a mechanical curiosity" and "a wonderful monument of engineering skill," to quote a newspaper of 1890. For 31 years, under several corporate names, it hauled ore from the mines of Gilpin County, Colorado.

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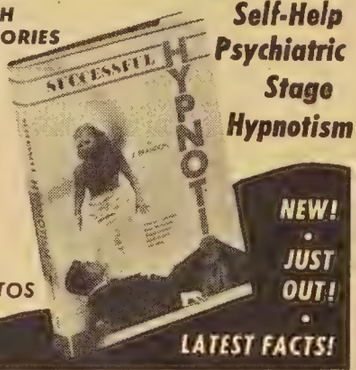

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THE MILWAUKEE ROAD ELECTRIFICATION, by Insley J. Brain, Jr., paperbound, 45 pages, photos, maps, diagrams, and rosters, Bay Area Electric Railroad Asso. and *The Western Railroader*, Box 668, San Mateo, Calif., $1.50.

Several U.S. railroads claim electrification firsts. The Baltimore & Ohio had the earliest main-line electrification using standard steam railroad cars; the New Haven installed the first important, 25-cycle, high-voltage, AC operation of the type destined to become the unofficial American standard; and the Milwaukee boasts the first long-distance, electrified, main-line railroad in North America.

By putting nearly 660 route-miles under wire in two separated sections the CMStP&P electrified more route-miles than the eventual high-density, multiple-track, Pennsy electrification, thus winning the crown of the longest railroad electrification on the hemisphere, a crown it still wears proudly.

Like the Norfolk & Western and the Virginian, the Milwaukee venture was encouraged by traffic saturation of a single-track mountain road. In each of the three cases the installation ended a bottleneck on a long main line by doubling the line's capacity and speed at a fraction of the cost of adding a second track. All were successful.

The author examines his subject by graphically describing each phase separately: the railroad itself, the need for electrification, the installation and power supply, the distribution system, and, of course, locomotives. Detailed tables, rosters, and superb photos supplement the text. This scholarly but readable work appears to contain a wealth of accurate, significant, and interesting material and is a welcome addition to the growing library of definitive electrification histories.—*Sy Reich*

RAILWAY POST OFFICE ROUTES IN U.S.A., 15 pages 8½"x11" stapled together, issued by F. A. Mason, National Highway Post Office Society, Box 142, Salem, Mass., $1.

All regular RPO routes are listed alphabetically, together with other postmarks used temporarily on them.

THE GATHERING TRANSPORTATION STORM: Its Causes, Its Impact, Its Cure, 26 pages 8½"x11", paperbound, Railway Progress Institute, 38 S. Dearborn St., Chicago 3, Illinois, free.

Factual and pictorial data showing need of a Magna Carta for transportation in the United States.

April Issue (out Feb. 1)

Lead feature will be the authentic and well-illustrated story of the St. Louis, Vandalia & Terre Haute R.R. (now Pennsy), by A. J. Ospring, who, like his dad, was a Vandalia hogger.

Rock Island silhouette: Otto Roush, the yardmaster in El Reno, Oklahoma.
Ed Wojtas, CRI&P official photographer.

Hobby Club

by SY REICH

Sy Reich

IN JULY '54, before merging into Norfolk & Western, the Virginian bought a 44-ton locomotive second-hand from R.C. Stanhope, Inc., New York City, and numbered her 6. General Electric had built her in 1941 with 380 hp., 88,000 lbs. of weight, 22,000 lbs. tractive effort, B-B wheel arrangement, and serial number 13100. In May '60 the VGN sold her to Eastern Gas & Fuel Associates, Coal Div., Pittsburgh, Pa. Also, VGN locos 23 and 28 (FM 16L-927 and 16L-963) were retired due to heavy wreck damage April 6, 1957. This data came from a check made after several readers had pointed out an omission in our N&W roster (Aug. '61).

Now that the two roads are merged, the question of electrification comes up. Since the merger, N&W diesel-powered coal drags have been moving over the same rails as the VGN's electric-powered freights. This may seem wasteful. It suggests ripping out the duplicated electrification and ordering EMD and Alco units to haul Virginian trains. N&W, though, is not one to rush into anything. One N&W official writes:

"Since we merged with the Virginian Railway in December, 1959, we have been making economic studies of various phases of operation, including the electrified zone. Plans have not yet been finalized with reference to the electrification. Meanwhile, the new ignatrons and the older MG locos ply back and forth between Elkins and Roanoke, following, leading, and passing the omnipresent black diesels from La Grange and Schenectady."

Apparently N&W will not fall into the same mistake that the New Haven admits it made. The NH now realizes that the savings it anticipated from use of electric diesel-electric FL9's did not materialize. A recent ICC report characterizes "the New Haven's drifting policy with regard to its electrification" as one of the causes of its bankruptcy.

Among the problems facing the management is this: The New Haven owns 60 FL9's, all of the "plant" of its original electrification between Woodlawn, Harold, and Bay Ridge on one hand and, on the other hand, New Canaan, Danbury, and New Haven. It has enough MU cars for its commuter service to Stamford and New Canaan but only a handful of passenger electric locomotives, since it scrapped all the freight and most passenger units with many years of life expectancy.

What shall the road do? Remove its wire except in the commuter zone, possibly trying to sell the electrification, along with the commuter problem, to some public body and operate a fully-dieselized railroad?

Or should the NH maintain *status quo* by not scrapping any of the electrification plant and postponing the decision of what to do about it until the present diesels wear out about ten years from now?

Or should the NH look into selling, leasing, returning to the builders, or trading in its diesel power on some new electric locos, perhaps second-hand units from its southerly connection?

The Steam Parade

You could still see and photograph steam at the following places listed by Peter M. Jehrio, 151 8th Ave., North Tonawanda, N.Y., except for some engines undoubtedly scrapped since he compiled this list. All are dead except 2 at Lackawanna, 2 at Tonawanda.

Ft. Erie, Ont.: ten CNR 0-8-0, 2-8-2.
Niagara Falls, Ont.: seven CNR 0-6-0, 0-8-0, 2-10-2.
Hamilton, Ont.: six CNR 0-6-0, 0-8-0, 2-8-0, 2-8-2, 4-6-2; TH&B 2-8-0 on display.
Toronto, Ont.: two CNR 4-8-4.
Stratford, Ont.: fifteen CNR 0-6-0, 0-8-0, 2-8-0, 2-8-2, 4-6-2, 4-8-2, 4-8-4, streamlined 4-8-4, and about ten tenders.
Brockville, Ont.: eight CNR 0-6-0, 0-8-0, 2-8-0, 4-6-2, 2-10-2.
Sarina, Ont.: ten CNR 0-6-0, 0-8-0, 4-6-2, 4-8-2, 2-8-0, 2-8-2. London, Ont.: many CNR steam.
Capreol, Ont.: various CNR locos.
Allandale, Ont.: at least fifty CNR 0-6-0, 0-8-0, 2-8-0, 2-8-2, 4-6-0, 4-6-2, 4-8-2, 4-8 4.
Joffre, Que.: various CNR locos.
Conneaut, O.: fifteen NKP 0-8-0, 2-8-2, 2-8-4.
Buffalo, N.Y.: five NKP 0-8-0.
Lackawanna, N.Y.: Buffalo Slag 0-6-0 and tanker.
Tonawanda, N.Y.: Dunlop Tire 0-4-0T "fireless cooker" switches during winter; Buffalo Slag 0-6-0 and tanker; Lindey Air Products 0-4-0T "fireless cooker" switches daily exc. Sunday.
Smoky Mt. RR.: Operation discontinued. No. 110, 4-6-2 (Baldwin, 1911) is abandoned along Rte. 441, on a siding 14 miles west of Sevierville, Tenn. Another 2-8-2 and a 2-6-0 were sold to Rebel RR., Pigeon Force, Tenn., those two locos are on display. An additional 2-8-0 is being operated. Same road owns a loco on display in Gatlinsburg, Tenn.
Cherokee Wonderland RR., a tourist line at Cherokee, N.C., operates a 3' gauge 2-6-0 (Davenport, 1901) which is owned by its restorer, Arthur E. Lasalla of St. Francisville, La.

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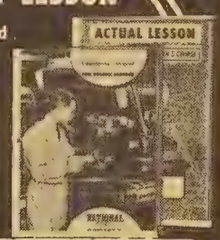

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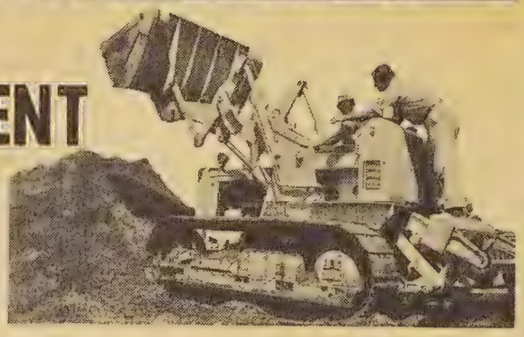

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Back from a trip down south, John H. Marino, Box 44, New Hampton, N.Y., reports having seen:

Brimstone RR., New River, Tenn.: two active Shays, Nos. 35 and 36 (Lima, 1910).

Kentucky & Tennessee RR., Stearns, Ky.: three active 2-8-2's. Nos. 10 and 11 (Baldwin).

Graham County RR., Robbinsville, N.C., two Shays, Nos 1925 and 1926 (Lima, 1924). No. 1925 is in service daily exc. Sun. and Mon., between 7 a.m. and noon, Robbinsville, to Topton and back. No. 1926 is being overhauled.

ET&WNC, Jonhnson City, Tenn., two 2-8-0's, Nos. 208 (active) and 207 (stand-by). Train leaves Johnson City daily exc. Sun. between 11 a.m. and noon.

"The Great Northern's only one steam engine left in this town," writes Merl Oliver, Willmar, Minn., "No. 2523, Class P2 (4-8-2), will be put on permanent display here. Another P2 went to the Seattle World's Fair."

Comox Logging loco 2 (2-6-2T) is on display at Courtenay, B.C., not Victoria, Keith Anderson tells us. The road still has Nos. 7 (2-6-2T), 11 (a 2-8-2), 12 (2T Shay), and 16 (2-8-2). Nos. 11 and 16 are still used occasionally.

Reat R. Younger, 2421 N. Ramsey, Springfield, Mo., wants to buy three small standard-gage steam locomotives, saddle tank or tender types. They may be coal or wood burners, 0-4-0, 2-4-0, or 4-4-0, and should weigh between 40 and 90 tons. Of course, they should be in good condition or easily repairable.

The Bonhommie & Hattiesburg Southern owns two Baldwin steam engines: Nos. 300 (2-8-2), which needs

In printing Felix Brunot's note that the Atlantic Coast Line was putting No. 460 (4-6-2) on display at its Tampa offices, we asked, "Who knows of any other engine with the same number as her wheel arrangement?" E. D. Wenmore, Oakland, Calif., replies: "Looking over old steam rosters, I found New Haven 260 and NYO&W 260 (both 2-6-0); D&RG 280, NdeM 280, and UP 280 (all 2-8-0); WP 484 (4-8-4); NYC 282, old numbering, Class H10 (2-8-2); GN 2102 (2-10-2); Santa Fe 460 (4-6-0), and N&W 480 (4-8-0)."

Norfolk & Western 2510, built by Baldwin-Westinghouse in '51.

Norfolk & Western Electric Locomotive Roster

Compiled by Sy Reich

RR. Class	Former Owner	Unit Numbers	Original Road Nos.	Renumbered Road Nos.	Wheel Arrangement	Builder	HP	Tractive Effort	Weight	Date	Notes
LC-1	N&W	.....	2500-2511	.....	(1-B+B-1)X(1-B+B-1)	BW	2630	70,000	604,400	1914-5	1
LC-2	N&W	.....	2512-2515	.....	(1-BB-1)X(1-BB-1)	Alco-WH	2630	90,000	832,000	1924-5	1
EL-3A	VGN	EL1-EL36	100-115	100-111	(1-BB-1)X(1-BB-1)X(1-BB-1)	Alco-WH	6090	135,000	1,282,380	1925-6	2
EL-2B	VGN	EL37-EL44	125-128	225-228	(B-B+B-B)X(B-B+B-B)	GE	6800	162,000	1,033,832	1948	3
EL-C	VGN	.....	130-141	230-241	C-C	GE	3300	79,500	397,697	1956-7	4

Miscellaneous Notes

Roster compiled from data supplied by N&W Supt. of Motive Power and Equipment. It is accurate as of Sept. 30, 1961. "Unit Numbers" mean the numbers carried by individual "units" which made up a "locomotive." Locomotive builders: BW—Baldwin-Westinghouse; Alco—American Locomotive Co.; WH—Westinghouse Electric Co.; GE—General Electric Co.

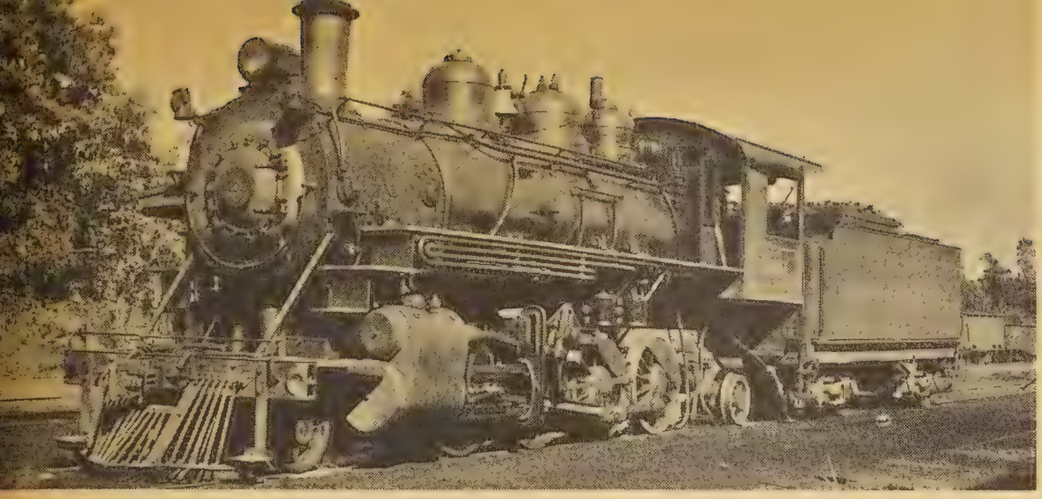
(1) These have been scrapped.

(2) Originally, locomotives 100-109 consisted of three units each; 100 was formed of units EL-2, 1 and 3; 101 of EL-5, 4 and 6; 102 of EL 8, 7 and 9; 103 of EL-11, 10 and 12; 104 of EL-14, 13 and 15; 105 of EL-17, 16 and 18; 106 of EL-20, 19 and 21; 107 of EL-23, 22 and 24; 108 of EL-26, 25 and 27; 109 of EL-29, 28 and 30.

Locomotives 110-115 were single units numbered EL-32, 31, 33, 35, 34 and 36 respectively. Later, units EL-31-36 were formed into three-unit locomotives 110 consisting of EL-32, 31 and 33 and 111 of EL-35, 34 and 36, with locomotives 100-109 remaining the same. All these units are now scrapped.

(3) Originally locomotives 125-128 were formed of two units each. No. 125 was formed of EL-37, 38; 126 of EL-39, 40; 127 of EL-41, 42, and 128 of EL-43, 44. Locomotives 125-128 were renumbered 225-228. Occasionally, as operating conditions demand, some of these units are run singly, creating "extra" locomotives.

(4) These units are usually formed into locomotives of three units each. However, they sometimes run in pairs or singly. ●



Both Bonhommie & Hattiesburg Southern steamers are being retired. Here's 300.
W. H. B. Jones, 109 N. 24th Ave., Hattiesburg, Miss.

new flues, and 250, (2-6-2), which wheels freight over the 28-mile line, according to Phillip Kotheimer, EM "A" School (6054), Class 3-62A, USNTC, San Diego, Calif. This Mississippi road has just bought two EMD 600-hp. diesels. Trainmaster Smith told Charles Coniff, Birmingham, Ala., that the steamers probably would be retired before the end of 1961.

"Eleven years ago," writes C. W. Comer, 3718 E. 4th St., Dayton 3, O., "I bought the bell of B&O steam locomotive No. 2909. Where can I get a picture of the 2909, also pix of B&O 5222, 4425, 5557, 673, and 616, of which I have number plates?"

One of America's most famous locomotives, the *William Crooks,* is now 100 year old. Built at Paterson, N.J., in 1861, this 4-4-0 journeyed by rail to Prairie du Chien, Wis., and then was shipped by steamboat on the Mississippi to St. Paul, Minn. In 1862 she pulled her first public train, in 1868 she survived a roundhouse fire, and 1939 she rolled to the New York World's Fair and back under her own power. Still No. 1 on the Great Northern roster, she is on perpetual display in St. Paul Union Depot.

Last Sept. 17, Chesapeake & Ohio presented No. 2755, a 2-8-4 (Lima, 1917), and three miles of former branch-line right-of-way to the town of Logan, W. Va. The land is used for access to the 3,200-acre woodland park in which the beautiful retired steam engine stands.

Six days later C&O gave a similar locomotive, No. 2736 (Alco, 1944), to the National RR. Museum, Green Bay, Wis., a museum operated in conjunction with Wisconsin Historical Society. The 2736 is in good company. Six other steamers are displayed there, including a Union Pacific "Big Boy" and a 1917 "General Pershing" Military Ry. Service engine from the Republic of Korea.

Larry Steingarten reports that Illini RR. Club had to cancel its Oct. 22 steam fantrip with CB&Q No. 5632 because the Minneapolis Railfans' Asso. had previously arranged to charter that engine for the same date.

Although Medford Corp., Medford, Ore., recently abandoned its logging railroad, it retains a diesel and a stand-by steam engine for yard switching.

The Ft. Eustis, Va., steam situation is still encouraging, reports Wm. J. Koenig. Nos. 614 (0-6-0) and 606 (2-8-0) are under steam. The 606 runs often and can easily be photographed. Other 2-8-0's are stored or being rebuilt. Ft. Eustis railfan club, with about 20 members, has just become the 45th chapter of the expanding National Railway Historial Society.

Some time ago a misguided railfan, one of the "ugly Americans" you hear about, was prosecuted and fined $500 for stealing property of the East Broad Top steam railroad at Rockhill Furnace, Pa. More recently an EBT grade-crossing sign was stolen. Police are still looking for the latest crook. EBT management is angry. They offer to give a lifetime pass over the road to anyone reporting details of a theft of EBT property that leads to arrest and conviction. The reporter's name will be kept secret.

Four large printed pages of additional data on Climas locos, illustrated, are being mailed by Thomas T. Taber III, P.O. Box 164, Muncy, Pa., and Walter Casler, joint authors of *Climax: An Unusual Locomotive,* to each person known to own a copy of that $6 book (reviewed in our April '61 issue).

Material for a *Railroad Magazine* article on the Berkshire type is being collected by Howard Shottenfeld, 85-77 Chevy Chase St., Jamica, N.Y. He needs anecdoes about building, operating, or scrapping Berkshires; also little-known facts about them.

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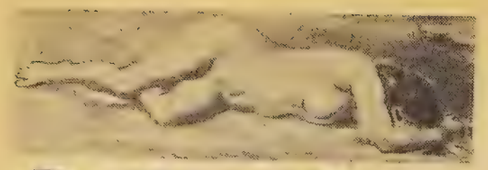

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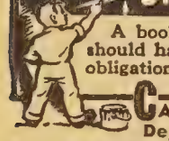

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Rail Museum Notes

Dr. Ralph Cox, millionaire president of U.S. Overseas Airways, recently bought 4 steam engines, 3 diesel railcars, 10 passenger coaches, 54 freight cars, and 2 miles of track and signaling equipment, all from the defunct narrow-gage County Donegal Railways in Ireland, for shipment to America and reconstruction on his estate at Frontier Village, N.J. Dr. Cox is setting up a museum of antique forms of transport. The old Donegal narrow-gage will be rebuilt in New Jersey under the supervision of 23-year-old Raymond Curran, a former employee of the line. James Donald, Linden, N.J., sent us this news.

B&O's Transportation Museum is finally reopened after being shut several years to cut cost of upkeep, exults P. G. Ervin. Located in Baltimore, Md., near Mount Clare Station, America's oldest depot, the museum that was formerly Bailey's Roundhouse is open free to the public from 10 a.m. to 4 p.m. Tuesdays through Saturdays.

We learn from *The Michigan Railfan* that Mack Lowry, who owns several Akron, O., stores, is working hard on a rail museum project. He has three old observation cars, including two from the Pennsy's *Broadway Limited,* and other railroadiana, and hopes to open his museum early in 1962.

Canadian Railway Historical Asso. is seeking donations for a museum to be built near Montreal. It already owns several steam locomotives as well as trolley cars from both Montreal and Ottawa and plans to build a structure to house them and other railroadiana. Write to CRHA, Box 22, Station B, Montreal, Que., Canada.

A misprint in our Dec. department referred to the Southern Railway 0-4-4T *Maud,* in an Atlanta museum, as SP. Elsewhere, the same issue carried an erroneous statement that Rail City Museum, Sandy Creek, N.Y., had a New York Central 2-8-0 on display. That 2-8-0 really came from the Huntingdon & Broad Top Mountain.

Diesel News Items

A diesel loco came to the rescue of a two-car train on a recent trip sponsored by West Coast Railfan Asso., reports Doug Cummings. It was the first run of any gas-electric motor car out of North Vancouver, B.C. The old motor, No. 107, pulled an open observation car (ex-Oregon Electric) to Squamish. The train was loaded to capacity; grades were steep. On the way back, 107 died with a burned-out traction motor, and the diesel took over. That was to have been 107's last run anyhow.

Southern Railway has just presented to the National Museum of Transport at St. Louis a unit from America's first diesel freight locomotive, built by Electro-Motive in 1939.

Missouri Pacific has ordered 50 new 1800-hp. general-purpose diesel locomotives. A trade-in of 75 outmoded diesel units was included in the deal.

Diesels are getting old enough now to make history. Union Railroad units 500-501, the first on the URR, were purchased in 1940. These two oldtimers have outgrown their usefullness to the Union, which is an up-to-date road serving U.S. Steel plants in and around Pittsburgh. Last July 22, these two units left the URR's roundhouse at Hall, destined for Sparrow's Point, Md., and the Patapsco & Back Rivers RR., a subsidiary of Bethlehem Steel. The P&BR is known as a collector of historical diesel power. Among others, its collection includes ex-DL&W 425-426, the first two switchers produced by Electro-Motive.

A few corrections to our Erie-Lackawanna roster (Oct. '61): units 6052-6062 are ex-605B-606B; unit 809-819, weight 330,500 lbs.; units 306-321, built 1946, '7, '50.

Setouts and Pickups

Good news comes from Kramer Adams, author of the new book, *Logging Railroads of the West* (reviewed in our Dec. '61 issue). Kramer says that although various shortlines are being abandoned throughout the States and Canada, the Weyerhaeuser Co. is actually building a new 20-mile logging railroad in Oregon. A Public Utility Commissioner approved a grade crossing through Springfield town. The line is due for completion early in 1962.

Want to buy a private car? H. M. Baker, Exhibitors Bldg., Grand Rapids, Mich., has for sale an ex-GTW combine with the baggage section converted partially into a Pullman section, two lower and two upper berths. Price $2000.

The Bulletin Board, mimeographed organ of Trinity Valley Railfans, Inc., Fort Worth, Texas, comments grimly on recent airplane disasters, "The family that flies together dies together."

RAILFAN TRIPS THIS WINTER

Dec. 29-Jan. 1: Excursion from Los Angeles to San Francisco; many special features. Contact Civil Service Rail-Fans & Finlay Fun-Time Tours, 11308 Burbank Blvd., North Hollywood, Calif.

New Year's week-end: Chartered Pullman tour of Mexico. Contact Wally Duthie, Railway Historical Society of San Diego, Inc., 3380 Granada Ave., San Diego 4, Calif.

Early in 1962: Tour South American railways. Fare about $1400, incl. air and rail transportation, hotels, etc. For details send stamped addressed env. to Frank Fairbanks, 512 Glen Arden Dr., Pittsburgh 8, Pa. •

Allen A. Jorgensen, author of "Suburban Tank Locomotives," 3818 New York Ave., Seaford, N.Y., is shown handling 0-4-0 steamer No. 16 on W. D. Willock's 2'-gage Indian Valley line at Muttontown, L.I., N.Y. He collects boiler and loco performance records. Has 9 locomotive whistles; wants one from NYC passenger engine, preferably a Hudson.
Howard Shottenfeld, Jamaica, N.Y.

The Switch List

ALTHOUGH *Trains* magazine has raised its rate to 15 cents a word for comparable service, we are still printing all items in the *Switch List* and *Model Trading Post* free of charge.

We run these entries in good faith, without guarantee. Keep yours within 28 words, including name and address. Use our common abbreviations such as *tts.* (timetables), *emp. tts.* (employees timetables), and SAS (send 4¢ stamped envelope for list or details).

Every entry we get appears in the next available issue; but we work far ahead, so don't be disappointed if yours is not printed immediately. Be sure to state (1) sizes of pix, (2) whether steam, diesel, or what else, and (3) whether or not a list is available.

Write each item plainly (or pen-print or typewrite it) on a postcard or separate sheet of paper—not buried in a letter dealing with other matters. We discard items which are hard to read. If you want pen pals, state your special interests so that they will know what to write about. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

DAVE ALBERT, 35 Franklin St., Waterville, Maine, wants any size MEC steam pix or negs., also SR&RL, WW&F, B&H, Monson, KC.

HOWARD AMELING, 807 Court St., Fremont, O., sells sizes 3½x5 to 8x10 steam pix NYC, NKP, B&O, GTW, CNR, NEW, shortlines, logging rds.; list and sample 10¢.

Mrs. JEAN BANTA, RD 2, Unadilla, N.Y. wants anything on SNY or predecessors, OC&RS, CMV trolleys; O&W Sidney area; D&H, U&D Oneonta area. Answers all mail.

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J. sells 5x7 diesel and elec. pix DL&W, Erie, NYC, other rrs. (SAS).

WM. BIESECKER, Sr., 2263 Lafayette St., North Bellmore, N. Y., wants any size pix DL&W 203, roster of this era.

WILEY BRYAN, 3021 Rothgeb Dr., Raleigh, N. C., buys Clinchfield emp. tts., rulebk., color slides.

RON BURKE, 5126 Malcolm St., Philadelphia, Pa. sells orig. Kodachrome slides RDG Iron Horse Rambles, Strasburg steam.

RAY BYERS, 167 Feronia Way, Rutherford, N. J., buys 8mm b&w and color movies on India rys.

CLARENCE CARLSON, 322 Madison Ave. S., Hopkins, Minn., sells 8x11 colored train depot pix of balloon-stack loco. He has long list of CPR steam now being scrapped at Weston shops, Winnipeg.

DAVE CHAMBERLAIN, 415 E. Vine St., Union City, Tenn., will sell '18 CCC&SL, '52 Erie rulebks., antique engineer's oilcan.

DOUG CHRISTENSEN, 729 S. Charlotte St., Lombard, Ill., trades CA&E whistles for or buys any interurban whistles.

JOE CLAYTON, 501 Devon Rd., Moorestown, N. J., sells rr. tkts. 1875, telegraph keys 1880, switch locks, rulebks., rr. lanterns, etc.

BILL CORBEN, 15307 White, Grandview, Missouri, wants size 616 or larger negs. of Midwest steam, esp. KCS, UP.

PAUL CREASY, 105 E. Mahanoy Ave., Mahanoy City, Pa. wants bldrs'., action negs. NYC 800, 1300, 2568, 2873, 5000, 5344, 5500, B&O 1, 2, 4500, 5047, 5600, 7400.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys, sells old issues Railroad Magazine, model mags., books, other railroadiana. List free.

JACK DAVIS, 347 Eckard Ave., Akron, O., buys or trades for N&W bldrs. plates, class ovals.

JIM DEWITT, 223 Slater St., Paterson, N. J., wants 5x7 pix OBB 2-12-2T, Bulgarian 2-12-4T, Japanese 2-10-4T, Argentine O-12-2T, Russian 4-14-4.

WALT DUNLAP, 38 14 Ave. N.E., Rochester, Minn., buys, trades CGW pix. Wants to correspond with CGW railfans.

TERRY DURKIN, 1521 W. Camino Del Rio, San Diego, Calif., trades switch keys. (SAS)

N.F. FORD, Box 207, Whitford, Pa., sells Railroad Magazine, Trains '46-'59, size 616 steam pix NYO&W, NYC, D&H; also NYO&W emp. tts. (SAS)

A.W. FRAKES, 3921 4th St., Port Arthur, Tex., wants pix, info. steam, diesel on FW&D, C&S.

ED FULCOMER, 639 Del Norte, Fort Collins, Colo., wants pix, info. steam, diesel on FWD, C&S.

ZALMAN GAIBEL, 3 Ames St., Cambridge, Mass., makes 5x7 or 8x10 enlargement without charge from sharp steam, traction negs. (SAS for details)

T.J. GASCOIGNE, RR. 4, Oshawa, Ont., Canada, will buy one copy of a postcard of Northern Elec. train as sold by Robt. R. Lowry, perf. cond.

BOB GILBERT, 5212 39 Ave. S., Minneapolis, Minn., wants any size negs. and pix CMSP&P steam Nos. 320, 329, 336, 355, 369, 371, 374, 395, 398, 399.

E.R. GODWIN, 17 McKinley Ave., Malvern, S.E. 4, Victoria, Australia, trades 35mm color slides of Australian trains for US steam, esp. Mallets or D&RGW n.g.

BILL GORDON, 811 Garson Ave., Rochester, N. Y., will sell 190-page book "Rochester, Syracuse & Eastern," also trolley transfers '98-'40. (SAS)

TOM GRAY, 956 Madrid St., San Francisco, Calif., sells SP steam, diesel negs. size 616. (SAS) Buys, trades ferryboat negs.

PRENTICE GUDGEN, Jr., 417 W. Adams St., Pittsburg, Kan., buys switch keys, rr. lanterns.

GRAHAME HARDY, Box 622, Carson City, Nev., buys, sells railroadiana, incl. new and secondhand books, mags., annual reports. List free.

LARRY HEINE, 2596 Murray Ave., Huntingdon Valley, Pa., wants rr. picture postcards, RPO stamps, pix, bldr's. No. plates, PRR, RDG, pix NKP 734 (2-8-4).

WM. HOFFMAN, Jr., 326 S. East Ave., Baltimore, Md., sells 5x7 pix steam, diesel, elec., many rrs. (SAS)

BRINTON JACK, 22633 Valerio St., Canoga Park, Calif., swaps tr. orders and tts. Esp. interested in overseas rrs. Answers all mail.

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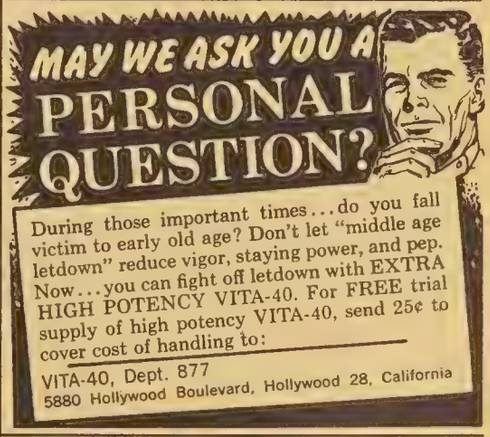

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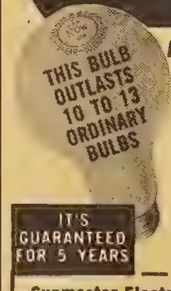

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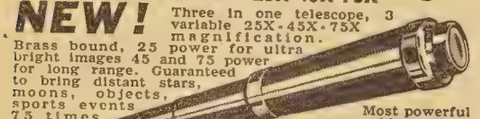

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GREG JACKSON, 1320 E. Delmar, Springfield, Missouri, sells railroadiana. List 10¢.

GEO. JANES, 2235 35 Ave., San Francisco, Calif., will trade 120 negs. SP diesels for negs. of PE steam. Wants toy tr. catalogs.

BILL JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind., sells steam loco pix, negs. size 116 and larger; also Shay bldrs'. pix, Alco, Lima bldrs'. pix.

JIM JOHNSON, 519 S. Prospect, Wheaton, Ill., sells Midwest traction tts., ad sheet reprints; list free.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, Mdl. Bldr., HO Monthly, others. Has large stock on hand. (SAS)

TIM KAUFMAN, 534 SE 70, Portland, Ore., buys, sells, trades all size UP steam, diesel pix, negs. Trades tr. orders all rrs., esp. UP.

HARRY KELSO, Box 42, Pittsburg, Kan., sells railroadiana incl. passes, bagg. checks, sw. locks, MKT cancelled stock, Jop. & Pitts. tkts.

BASIL KOOB, Box 279, Ft. Dodge, Iowa, sells back issues Railroad Magazine, Trains '45-date, Miniature Loco. Also sells steam pix CGW, CMSP&P, MSP&SSM, NP, IC.

JEROME LACHAUSSEE, 706 Jackson Ave., Pascagoula, Miss., wants L&N steam pix or negs., also depot pix on NO&M subdiv. (What size pix?)

JOHN LA RUE, Jr., Oakwood Dr., Medford, N. J., buys, sells, trades sizes 620, 616, 135 pix MofW equip., wreck trs., 27 rrs. List 8¢ stamps. Welcomes correspondance on subject.

JAY LENTZNER, Box 450, Rte. 1, East Troy, Wis., will trade 40 car mags. '52-'60 for Railroad Magazines before Oct. '57 or Trains before Dec. '57. (SAS)

BILL LINLEY, 30 Altair Ave., Ottawa, Ont., Canada, trades 35mm b&w steam, diesel, elec. negs. any rr. Sells size 3½x5 or larger steam pix. List free.

ROY LINSCOTT, Jr., Holliston St., RFD 1, Medway, Mass., wants any size negs., pix, info. on GE locos, cars.

HENRY LUNA, 1244 Paloma Ave., Burlingame, Calif., buys, sells size 616 negs. Calif. shortlines, logging rrs., industrial steam.

KEN MACDONALD, 58 Walker St., Truro, N. S., Canada, sells size 616 pix steam, CNR, CPR, C. Ry & C. Co., DAR, S&L, CQM, DRG&W, GN, SP, FCM, NdeM. No list.

RAY MAGEE, Box 744, De Quincy, La., wants Trains vols. 1-4, sw. keys, bldrs'. plates, whistles, railroadiana.

STEVE MAGUIRE, 1411 River Rd., Belmar, N. J., will sell orig. 35mm color slides and size 616 negs. of StLPS, MC&CL, CCW, S. Ia. Ry., E. Troy, CNS&M, Dubuque incline, Lakeside TMERT, etc. (SAS)

WARREN MARCUS, 1130 4th St., San Rafael, Calif., buys any size pix, negs. NWP steam or interurban elec.

BARRY MAYER, 10228 Edgewood Ave., Silver Springs, Md., sells emp. tts. B&O, PRR, C&O, NYC, KCS, CMSP&P. (SAS)

JERRY McCARTHY, 2997 Belle St., San Bernardino, Calif., wants Soo Line emp. tts. of Gladstone and Stevens Pt. divs.

ED McGRATH, Jr., 40½ W. Centre St., Mahanoy City, Pa., wants switch keys, rulebooks from abandonned or merged rrs., also history and info. on Atlas RR.

M.B. McROBIE, 1073 Pitkin Ave., Akron, O., trades railroadiana for transportation tokens.

BILL MILLER, 15219 Regina St., Allen Park Mich., sells 8mm color movies GTW steam, NSC&T, L&PS; also Mich. steam negs., pix. (SAS).

MAX MILLER, Box 175, College Corner, O., sells p.c. size and 5x7 steam pix of many roads.

DWIGHT MOORE, 526 E. Broadway, Enid, Okla., wants info., loco pix of Blackwell, Enid & Southwestern, Choctaw, Enid & Gulf.

JOHN MOREY, 148 Christie St., Leonia, N. J., sells back issues Railroad Magazine. (SAS)

FOSTER MORRISON, 725 S. 50th St., Philadelphia, Pa., sells orig. Kodachrome slides PTC PCC's, el cars, PSCT trolleys, interurbans.

RON MURPHY, 9601 Oak Pk. Ave., Oak Lawn, Ill., buys tts., rr. annual reports, any size pix or negs. Answers all mail.

MERLIN OLIVE, 1016 3rd St. W., Willmar, Minn., wants pen pals, age 15-28, to swap size 3½x5 steam negs.

HAROLD OLSEN, 921 Essex Ave., Linden, N. J., wants Malcolm Miners' address. Buys LARy. pix 616 to 8x10, Interurbans 12 and 13.

ARTHUR OLSON, 1706 W. Carmen, Chicago, Ill., takes pix to order of CNS&M, other Chicago area rrs. (SAS)

TOM O'NEIL, 715 Verner Ave., McKeesport, Pa., wants fans to tell him where he can buy any narrow-gage equipment to display in proposed museum at Rockhill Furnace, Pa., home of EBT.

LARRY PALMER, 947 Georgetown Rd., Swarthmore, Pa., sells 8x10 steam pix RDG, EBT, CF&I, SRR, also Pa. covered bridges.

J.A. PARKINSON, 38 Aldrens Lane, Skerton, Lancaster, Lancashire, England (British Rys. "car knocker") wants to correspond with an American "car knocker."

DAVE PEAT, 5473 N. Capitol Ave., Indianapolis, Ind., trades size 116 negs. steam, elec. for old bks. about printing.

HAROLD PHILLIPS, 13509 Blenheim Rd., Cleveland, O., sells b&W pix, 35mm slides, 8mm movies SHRT, CTS.

DAVE POND, 85 Califorina Dr., Rochester, N. Y., buys, sells, trades negs., pix, railroadiana.

JAY POTTER, 26 Ridgecrest Rd., Wheeling, W. Va., wants size 3½x5 B&O steam pix, esp. No. 676 (7626), 2-10-2's, Mallets. Sell or trade diesel pix.

WALT REDMAN, 8906 Piedmont, Detroit, Mich., wants p.c. size color pix of old rr. depots. Sells steam pix, old issues Railroad Magazine, Trains, Off. Guide. (SAS)

LEONARD RICE, 1639 Belvedere Blvd., Silver Springs, Md., wants 8x10 or smaller pix B&O 6141, B&LE 200, NYO&W with divided stack, CNJ 60.

Miss VIRGINIA RICHARDS, 227 E. 28th St., New York, N. Y., will sell collection of rr. bks., bonds, certificates, checks belonging to late brother. (SAS)

LEONARD ROBERTSON, Box 395, Harrinton, Wash., sells NP train order forms.

W.H.N. ROSSITER, 2421 Lakeshore Rd. E., Oakville, Ont., Canada, will trade BLW mags. good cond. for negs., p.c.'s, 3¼x4¼, 4x5, 5x7 pix of CPR or CNR steam.

C.F. SANDERS, 4614 Berkley St., Harrisburg, Pa., will sell Official Guides '53-'60.

MARK SCHLAMM, 2323 Batchelder St., Brooklyn, N. Y., will sell Aug. 1916 issue of Railroad Man's Magazine, good cond., $5 postpaid.

KEN SCHMELZER, Box 28, Issaquah, Wash., wants pix of geared locos used by Lyman Timber Co., Hamilton, Wash., and Sauk River Lmbr. Co., Darrington, Wash. Buys 5x7, 35mm color slides of logging lines.

JIM SEACREST, 2750 Woodscrest, Lincoln, Neb., buys on approval CB&Q, C&S, FW&D, negs. size 116 and larger.

FRANK SEIFFERT, Jr., Box 21, Orange, N. J., sells Eastern steam and trolley pix. Either list plus 5x7 pic 25¢. Both lists plus two 5x7's 40¢.

PHIL SHADID, 1308 N. 3rd St., Springfield, Ill., wants '39 tts. C&A, B&O, IC, WAB, IT, C&IM.

JOHN SHAFER, 4359 Lafayette Rd., Evansdale, Iowa, buys colored rr. postcards, letters written on circus stationery, watch fobs, old Wells Fargo and rr. express material.

BEN SMITH, 265 Tompkins Ave., Brooklyn, N. Y., buys Loco. Cyclopedias, Baldwin mags., old rr. calendars, old toy trains, old cast-iron toys.

JOE SMITH, 304 Picker, Wood River, Ill., sells steam, diesel loco slides. List, sample 30¢.

ART SPELTZ, 505 Albert Lea St., Albert Lea, Minn., sells pix of circus and carnival trains.

C.R. STAIRRETT, 401-H Watervliet, Aberdeen, Md., sells steam, diesel pix all rrs. 35mm, 116, p.c. sizes; also p.c., 116 size negs. (SAS)

MIKE STERNFELD, 26-11 York St., Fairlawn, N. J., sells diesel, trolley pix, Off. Guides, Erie tts. (SAS)

FRED STOES, 1601 Harper St., Santa Cruz, Calif., wants pix and plans of C&NW locos, esp. 4-6-0, 4-6-2, 4-4-2, 2-8-0. Offers p.c. size SP, WP pix in sale or trade.

J.W. SWANBERG, Newtown, Conn., will buy or swap for loco bldr. plates, No. plates, esp. PRR, N&W, B&O, KCS, CRP. Answers all mail.

M.W. SWANSICK, 6430 Xavier Ct., Arvada, Colo., sells 35mm color slides steam on UP, SP, AT&SF, CB&Q, C&S, GW, D&RGW.

TOM SWENSON, 424 State St., Oconomowoc, Wis., wants No. plates, whistles, headlights of N&W steam, Trains bound vols. 1-6, exc. cond.

LES TUTTLE, Box 43, Kernersville, N. C., wants pix, rosters SOU steam.

AVERY VON BLON, Box 6422, BU Sta., Waco, Texas, will sell copy of large illust. book "Fares Please!" (history of street cars). Make offer.

L. WADSWORTH, 3818 Woodbrook, Chattanooga, Tenn., will sell Poor's Manuals, 1870-1907, Off. Guides 1886, '02, '08, '14, '20, '28.

A.R. WARD, 71 Chadwick, Paterson, N. J., sells 3½x5 pix L&NE, NYS&W, non-PCC PSNJ. Wants NYS&W Paterson City Br. pix except stations. (SAS)

C.R. WATERMAN, 931 Burton St. S.E., Grand Rapids, Mich., trades PM, GTW steam, station, engine terminal pix for same of other rrs. Wants D&SL, DSS&A, tts.

JOHN WEIGHTMAN, Box 696, Sacramento, Calif., will sell 1929 MP emp. rulebook.

A.D. WELLBORN, Box 2487, Fort Worth, Texas, buys, sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, Mdl. Trs. (SAS)

ARTHUR WHITFIELD, 16 Fenwick Dr., Carney's Point N. J., will sell complete set Railroad Magazine Jan. 1931 to Dec. '57, good cond.

JEFF WIEN, 2741 Garrison, Evanston, Ill., will sell CNS&M May '54 emp. tts.

A.L. WILLIS, Staples, Minn., sells Loco. Cyclopedias, steam engrs'. manuals, PRR calendars, steam pix. No list.

H. L. COUSINS, JR., Vice Pres., Marketing, Bangor & Aroostook RR., 84 Harlow St., Bangor, Maine, sells BAR overnite bags, $1.35 ea.

T. H. GILDERSLEEVE, 33 S. Maple Ave., Fairborn, O., wants to hear from anyone interested in joining Miami Valley Railfans of Dayton, O.

SHELDON KING, 308 W. Clinton St., Elmira, N.Y., sells copies of pamphlet, "Elmira Trolleys, 48 pgs., 32 pix, 2 maps, $1.25 postpaid.

WILLIE INGRAM, P.O. Box 396, Bison, Kan., has supply of 4 diff. photo albums for sale, ea. 47 pages, now out of print: The 4-4-0, The 2-8-0, The 0-6-0, The 4-6-0; ea. 60c, all 4 for $2. List of railroadiana free.

W. H. B. JONES, with big stock of rr. pix, has moved to 109 N. 24th Ave., Hattiesburg, Miss. Fans who wrote to old address in Galveston, Tex., try again. Some mail was lost in hurricane and flood.

JEFF ROBBINS, 1251 S. Point View, Los Angeles, Calif., sells, trades steams, elec., diesel slides and pix of Western rrs. (SAS) Wants geared and tank loco pix.

HARRY SAWYER (ex loco fireman), 610 Empire Blvd., Rochester, N.Y., sells brass condr's. lantern, other lanterns, engraved rr. watches, emp. tts., pix, rr. calendars, etc. (SAS)

TOM BAVOLAR, 28 W. 32nd St., Bayonne, N.J., sells photos, color, b&w, CNJ, NYC, E-L, other rrs. List and sample 15c.

CHAS. CONIFF, 2706 20th St. W., Birmingham, Ala., sells one size 616 print of each of 20 biggest U.S. rrs., $2. Full list and sample 25c.

BILL ROEMER, 500 Kingsland Ave., Lyndhurst, N.J., sells cloth rr. emblems; sample, list, 10c.

PETER JEHRIO, 153 8th Ave., North Tonawanda, N.Y., buys orig. negs. steam, diesel, elec., also steam loco hardware; sells rr. pix. (SAS)

Mrs. ETHEL CONRAD, 25 N. 9th St., Belleville, Ill., seeks Alfred Baumgartner, age 42, son by former marriage, last heard from in '55 as UP machinist helper in L.A.

ROBT. JENNINGS, 13 Cliff Ave., Scituate, Mass., trades size 616 diesel negs. B&M, New Haven, NYC, also MTA PCC's, on approval. No list. Will buy negs. of EMD type BL-2's.

DICK PALMER, 1716 Valley Dr., Syracuse, N.Y., compiling disposition list of NYC steam, wants scrapping dates for NYC locos from 1950-'57.

WM. BISSINGER, 57 Emerson Avt., Copiague, L.I., N.Y., sells pc and 5x7 prints of C&A, C&NW, Ga. RR., NP, TP, Soo Line. (SAS)

L. P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa., will sell 900 pix U.S. and Canada streetcars and trackless trolleys, sizes pc and 620. Also, for best offer, 2 loose-leaf notebooks, 9x6½, 432 pages, of token lists for year 1948.

DICK DONNER, 305 N. Lake St., Spring Lake, Mich., will sell 44 assorted copies Railroad Magazines, Trains, MRRer, $11 plus postage.

ARCHIE JULIAN, Box 6, Navy 3923, FPO, San Francisco, Calif., will buy 11x14 action shots, suitable for framing, C&O heavy steam locos, esp. 2-6-6-6. Gene Huddleston, please write.

WM. LEMON, 10380 Pendery Dr., Cincinnati, O., is breaking out collection size 616 steam pix after 20 yrs.' absence. List, sample 15c.

RUTH PENNER, 209 N. Walnut St., Inman, Kans., collects picture postcards, incl. rr. subjects, from all states and nations.

SAM SIMS, 1600 Montana St., Hannibal. Mo., asks if aunt, Mrs. Nellie E. Fritz Kane, is living. She used to reside in Springfield, Mo., with Mr. and Mrs. Chas. Cox, both of whom worked years ago for Santa Fe or Katy at Parsons, Kansas.

JOHN McGINNIS, Jr., 589 Franklin Tpke., Allendale, N.J., will sell or trade Phila. Transp. Co. transfers, PTC maps, Pennsy and E-L tts.

TOM MULLAHEY, 933 E. Centre St., Mahanoy City, Pa., will sell many sw. keys, rulebooks, manuals, tr. ords.; no list; state wants. (SAS)

DICK SAMUELS, 825 23rd St., Milwaukie, Ore., sells sw. keys and locks, sw. lamp, marker lamp, Adlake and Westhse. H6 auto. brk. valve. (SAS)

F. J. MURRAY, Lehigh Valley purchasing agent, 143 Liberty St., New York City, sells LV cloth place mats, 15c ea.; tkt. punches, $1.25 ea.

ALLAN SHERRY (producer of steam sound records), 5445 Netherland Ave., Riverdale, N.Y., buys quality steam negs. up to 4x5" Class 1 rds.

(MR.) SINICHI MIYAZAKI, Ohno, Inaba-cho, Inaba-gun, Gifu-ken, Japan, sells Japanese 35mm color railway slides, mostly elec. MU, 45c ea. Send international postal money order.

RUSS BUCKHOUT, 10 Overlook Rd., Lake Mohawk, N. J. (formerly on Railroad Magazine staff) will sell one copy of each of these books for any reasonable offer: "Model RR. Right-of-Way," O. Wilson, 92 p., ill., pub. 1935; "Block System of Signaling on Amer. RRs.," B. Adams, 262 p., ill., pub. 1901; "New Vision Loco.," by R. Loewy, 10x17, nearly all pix, pub. 1937; "This Fascinating RR. Business," R. Henry, 520 p., ill., pub. 1942; "The 17" (steam loco), E. Washburne, 290 p., ill., pub. 1929; "Along the Iron Trail," F. Richardson and N. Blount, 206 p., ill., pub. 1938; "Steel Trails," M. Stevers, 374 p., ill., pub. 1933; "Trains," R. Henry, 110 p., large, ill., pub. 1934; "Famous Amer. Trains and Their Stories," R. Reynolds, 95 p., large, color ill., pub. 1934; "Historic RRs.," R. Holland, 343 p., ill. b&w, color, pub. 1927; "Norris's Handbook for Loco. Engrs. and Machinists," Septimus Norris, 302 p., pub. 1852; "How the Loco. Works and Why," M. Sells, 93 p., ill. b&w, color, pub. 1936; "Locos. on Parade," E. Hungerford, 236 p., pub. 1940; all exc. cond.

Model Trading Post

CHAS. CHALOUX, 677 E. 231 St., New York, N. Y., wants O gage trolley parts, also pen pal interested in O gage traction and tinplate.

DAVE COLLINS, Box 273, Vincentown, N. J., will sell assembled HO Casey Jones 10-wheeler with valve gear, NMRA couplers.

BOB HAPPEL, 7227 Hamlin, Skokie, Ill., wants pre-war toy trains, trolleys, catalogs. Trades new HO equip.

KEN HOWIE, 160 Ridgeway Ave., Fairfax, Calif., will sell back issues Mdl. RRer '38-'59. (SAS)

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill., sells built Athearn O gage scale frt. cars. (SAS)

J. McGEE, 4203 Chester Ave., Philadelphia, Pa., is selling collection of Lionel std., O gage trs., accessories. (SAS)

DWIGHT MOORE, 526 E. Broadway, Enid, Okla., will buy or trade sizes 616, 4x5 steam negs. of SW rrs. for Buddy L caboose, frt cars.

LARRY PALMER, 947 Georgetown Rd., Swarthmore, Pa., wants bound vols. Mdl. RRer 35-39, 42-45. Trades brass HO locos. Wants cameras, tape recorder, 8mm sound projector.

T.J. PELLETIER, Palouse, Wash., wants Lionel 815 tank car and two AF 3210 tank cars.

LORING ROEVER, Jr., 3542 Wyoming St., St. Louis, Mo., will buy Lionel 250E loco, good cond.

TOM SWENSON, 424 State St., Oconomowoc, Wis., wants Japanese HO mdl. N&W class J streamlined loco. Wants to hear from HO loco bldrs.

A.D. WELLBORN, Box 2487, Fr. Worth, Tex. sells, trades O gage for HO equip. List free. ●

STATEMENT OF OWNERSHIP

Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, July 2, 1946, and June 11, 1960 (74 Stat. 208) showing the Ownership, Management, and Circulation of Railroad Magazine, published bi-monthly at New York, N.Y., for October 1, 1961. 1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Henry Steeger, 205 East 42nd St., New York 17, New York. Editor, Freeman Hubbard, 205 East 42nd St., New York 17, New York. Managing editor, none. Business manager, none. 2. The owner is Popular Publications, Inc., 205 East 42nd St., New York 17, New York. Henry Steeger, 205 East 42nd St., New York 17, New York. Shirley M. Steeger, 205 East 42nd St., New York 17, New York. 3. The known bondholders, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: none. 4. Paragraphs 2 and 3 include, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees hold stock and securities in a capacity other than that of a bona fide owner. 5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: 26,807. Signed, Henry Steeger, Publisher. Sworn to and subscribed before me this 12th day of September, 1961. Eva M. Walker, Notary Public, State of New York. Qualified in New York County. No. 31-9506600. Certificate filed with N. Y. Co. Reg. Commission expires March 30, 1962. (Seal)—Form 3526—Rev. 7-60.

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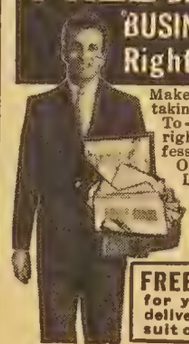

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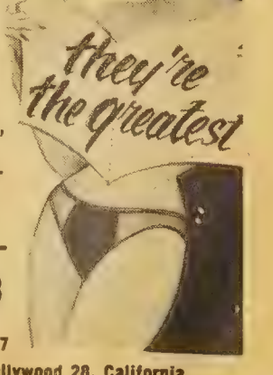

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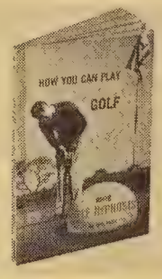

BETTER YOUR GOLF GAME—this book shows you the vital secret of relaxation and concentration, and shows you how to use your powers of concentration and learn its lessons of a "stand-up and smack 'em game." "How You Can Play Better Golf Using Self-Hypnosis" is by Jack Heise. For $2 ppd. Arden Book Co., Dept. AG, 386 Fourth Avenue, N.Y. 16.

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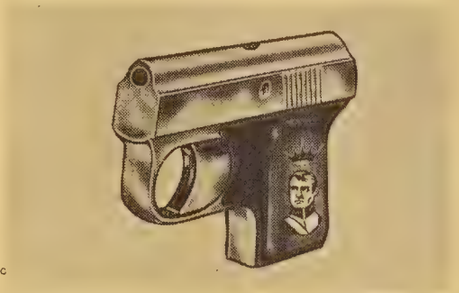

THE NAPOLEON 6-shot automatic repeater is just 3½" long and weighs 11 ounces. Named after the 5 ft. tall famous Emperor of France, gun makes a nice addition for sportsmen, gun collectors, etc. Number panel tells how many shots remain. In chrome finish for $8.95. Send $1 deposit on COD orders. Precision Traders, Dept. S-68, 33 Lincoln, Livingston, N.J.

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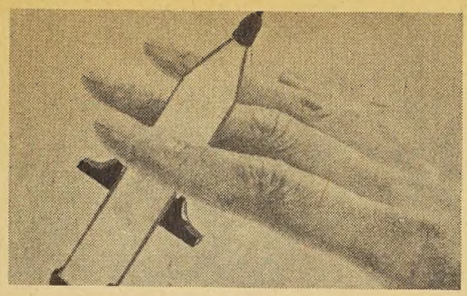

THIS small device is designed to remove blackheads and save people with troubled complexions a lot of embarrassment. It's called "Vacutex" and is a cinch to use and will remove any blackhead without bruising tissue. Small enough for pocket or purse and cost just $1 plus 25c for postage and handling. Ballco, 735 E. State Street, Dept. 161, Westport, Conn.

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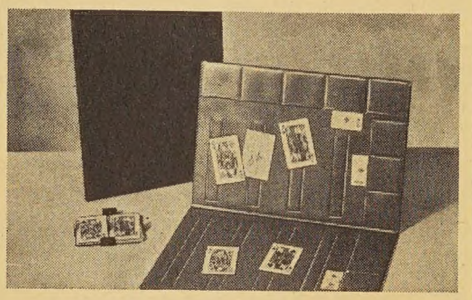

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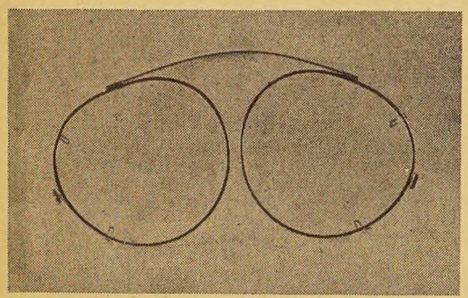

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WANTED: SONGS, SONGPOEMS. Radio Exploitation. Submit: Co-Operative Publishers, Capistrano Beach 9, Calif.

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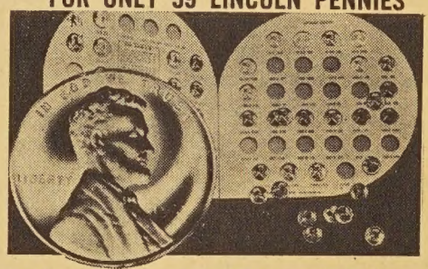

Coin collecting is lots of fun and may pay off! This Lincoln penny album ($1) is worth $116.00 or more when properly completed. Some cents are easy to find, others harder to come by but ALL ARE AVAILABLE. Fill spaces with 59 pennies (dates and marks found in album). Save other sets worth hundreds of dollars. All information plus hobby catalog is sent with 1st album. Send $1 today:
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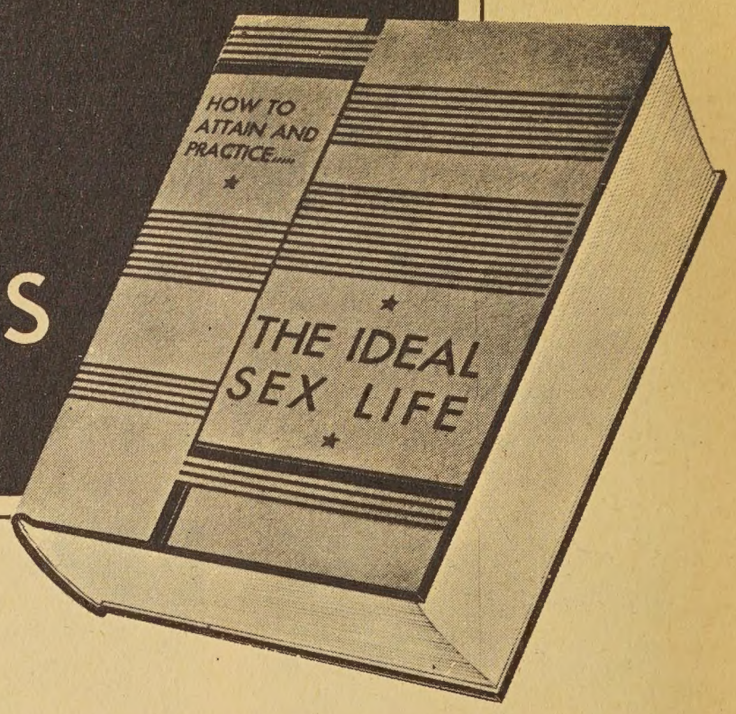

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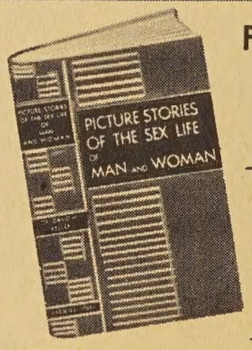

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